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China Mail

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1844

No. 19,961

HONGKONG, THURSDAY, NOVEMBER 18, 1926.

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"SUNNING" EXPLOIT. SECOND OFFICER'S GRAPHIC STORY.

"THERE'S CHILANG POINT!"

HOW THE PIRATES WERE TRICKED.

LATEST DETAILS ABOUT ATTACK.

QUESTION IN THE HOUSE OF COMMONS.

The chief topic in the Colony is still the epic defence of the "Sunning" by her Captain, officers and engineers.

Further graphic details were related to a "China Mail" this morning by the 2nd Officer, Mr. J. W. Hurst, who was the first man to start the counter-attack.

Mr. G. Cormack, the Chief Engineer, who was shot in the chest and thigh, is making good progress towards recovery.

From later accounts, it appears that few, if any, of the pirates made good their escape, those who were not killed or captured evidently perishing in the heavy seas.

The piracy of the "Sunning" was raised in a question in the House of Commons yesterday. The Secretary of State for Foreign Affairs, Sir Austen Chamberlain, said he must have notice of the question.

COUNTER ATTACK.

Second Officer's Story.

Strategy and daring marked every move by the officers of the "Sunning" in their counter attack against the pirates.

From the narrative told by Mr. J. W. Hurst, the second officer, it appears that he initiated the counter attack.

H.M.S. "Vernity" brought back Mr. Hurst to Hong Kong this morning, together with his companions in the last boat to drift away from the "Sunning," these being Mr. A. Duncan (3rd engineer), Mr. Luk Yu-cheong (a Hong Kong boy), the wireless operator, who seemed little the worse for his adventure; two Chinese quartermasters, and Mrs. Prokofieva, the Russian lady passenger from Shanghai.

The Russian lady, Mr. Hurst said, had suffered badly from shock and was still a little nervous from the after-effects but she had borne up bravely. She was on her way to Australia. She has missed the s.s. "Taiping" which has already sailed from Hong Kong. The lady does not speak much English and could not be interviewed.

HOPING FOR THE NAVY.

Mr. Duncan appeared, to be visibly affected by the strain of the terrible ordeal he had undergone. Yet he could still see humour in some of the incidents of the attacks and defence.

Asked how he expected the forlorn hope of the counter-attack would succeed, against such overwhelming odds, Mr. Duncan replied with seamanlike terseness, "The 'Anhui' [of the same company] had passed us and we had not dipped flag. They must have surmised that something was wrong. As a result of that I felt a British destroyer would be on the scene at any moment. Once the Navy turned up, the pirates would put us all to death before making a last stand. Rather than submit calmly to butchery, I liked to 'have a go at them.'"

Mr. Hurst's Story in Detail.

This afternoon, Mrs. Prokofieva, Mr. Duncan and Mr. Hurst met at tiffin at Messrs. Lane, Crawford's restaurant after which they proceeded to Police Headquarters to be interviewed by the Criminal Investigation Department.

Mr. Hurst's narrative is just as thrilling in every respect as the reports already published and it is typical of the courage and resource of the British mercantile marine.

Mr. Hurst was unlucky enough to be on watch at 3.40 p.m. on Monday when the pirates made their first move. The pirates were divided into fighting squads, search and guard parties.

Mr. Hurst was leaning forward, looking ahead, when somebody twisted him by the legs and brought him down full length. Two other men sprang upon him, each pressing a revolver at his side.

Once the gang had secured control of the ship they allowed the officers considerable liberty.

Hidden Weapon.

While wandering about, Mr. Hurst told Captain Pringle that he still had a .32 Colt revolver and 50 rounds—his private property—hidden away in his own room.

One pirate was on guard outside Mr. Hurst's cabin. Distracting this man's attention by pointing to a passing ship, Mr. Hurst slipped into the cabin and found the precious gun.

Then he apprised Mr. T. P. Beatty, the Chief Officer, of his luck, adding: "Try and make a dash for it."

While Mr. Beatty kept a lookout for prying eyes, Mr. Hurst loaded his revolver, and slipped it into the chart-drawer on the bridge.

Continuing his search for weapons, Mr. Hurst found (at 6 p.m.) a .45 Colt revolver and 50 rounds in the 2nd engineer's (Mr. W. Orr) cabin.

Mr. Beatty added two hand-shackles (for later use as knuckle-dusters) to the assortment and Mr. Hurst slipped the second and bigger gun into the hiding place, along with the first.

Planning the Counter Attack.

Dinner was taken in the saloon at 6.30 p.m. when, getting Mr. Beatty aside, Mr. Hurst confided to him his hope of a destroyer coming up.

"I didn't tell anybody else," added Mr. Hurst laconically, "as I felt that as soon as they saw us start they would have to fight too."

Meanwhile Mr. Hurst's object was to keep all the Europeans together as much as possible until an opportunity presented itself. Mr. Duncan wanted to go down to the engine room at 8 p.m. and Mr. Hurst called out: "For God's sake don't go down there—Captain's orders," the last bit being, as Mr. Hurst admitted, pure invention. This was at 8 p.m.

Chilang Point.

The night crept on and nothing happened. Five minutes before midnight, Mr. Hurst sighted Chilang Point. This was the turning point.

Hitherto the pirate's orders to the quartermaster at the wheel had been to maintain the normal course until reaching Chilang Point when they would reveal their destination.

Mr. Hurst slipped down the bridge. He walked about but saw no pirates. On the fighting squads, the No. 1 and the No. 2 themselves.

On getting the tip from Mr. Hurst, the chief officer handed the glasses to the pirate chief, with the remark: "There's Chilang Point." The No. 2 kept close to his master to make out what he could see with the naked eye.

Chief Pirates Killed.

That was the understood signal. Swinging the 28 lb. lead, Mr. Hurst brought down the pirates by surprise. "This heavy lead," he explained, "was used to keep the bridge mats down from the wind. It smashed their skulls in and they slipped to the bridge deck without noise."

"The Captain thereupon turned round and asked: 'What are you doing?'"

(Continued on Page 2)

ANOTHER "PIRACY."

Confused Report from a Steamer.

20 CASUALTIES INFLICTED.

Passenger Runs Amok—"Not Pirates."

Rumours were current in town this morning that yet another ocean-going steamer had been pirated.

What with the sensational affair on the "Sunning," the looting of the "Hanoh" and the night attack on a Russian coaster in the Canton River, Hong Kong has been "full of" piracy this week, but today's report turned out to be exaggerated.

The ship concerned was the "Hong Peng" (British flag), on its way here from Singapore.

At first it was thought that she would be in to-day, after having been subjected to an attack.

Identity Unknown.

The trouble on board, however, was not due to pirates but to a passenger running amok and inflicting twenty casualties.

In the brief message sent from Singapore, details are not given so that it is not possible, at present, to identify the victims of the alleged madman. Nor is it known whether the man concerned was a European or Chinese.

Help was asked for in the wireless sent up and immediate ar-

CRICKET CARTOON.

"Hitting Off" the Interlop Personalities.

Even those not fully conversant with the finer points of cricket will be forward to a topping cartoon by Stan Hill on the Interlop match which Shanghai won.

Outstanding personalities are "hit off" to fine effect by the artist.

This cartoon will appear in this Saturday's "China Mail."

Arrangements were made accordingly for an escort to be sent South to meet the "Hong Peng."

Naval Escort Sent.

On Tuesday afternoon, the ship left Singapore with passengers and cargo. From Hong Kong, she was to have gone on to Swatow to discharge a large complement of native passengers from Singapore.

Usually, the "Hong Peng" is manned by seven British officers and the usual Chinese crew. Captain D. N. Hood, who is well-known and highly respected in Singapore and on the China Coast is in command.

Foreign passengers are often carried on the Ho Hong boats but the lists have not reached Hong Kong yet.

Now that it is known that a Naval escort has been sent from Hong Kong, fears are somewhat allayed.

"Pirates Suspected."

In the ordinary course of events, the "Hong Peng" was due on Sunday. The wireless message indicates that she will be here on Sunday morning and it is therefore surmised that the trouble caused no delay to the voyage.

At first, the message (presumably from the ship to Singapore, and from Singapore to Hong Kong) mentioned "pirates suspected" but there is no alarm on this score.

The owners of the boat are the Ho Hong S.S. Co. which is allied to the Ho Hong Bank.

Mr. Ko Leong-hoe, chairman of the local board of the Ho Hong Bank, is in charge of the interests in Hong Kong of the Ho Hong S.S. Co. of Singapore.

Messrs. Beng Soon Hong are the shipping agents.

The "Hong Peng" is of 2,550 tons net.

TO-DAY'S DOLLAR.

The closing rate of the dollar on demand, to-day was 1/11 7/16.

SAVAGE ATTACK.

SHANGHAI LADY'S HORRIBLE ORDEAL.

Slashed With Knife.

MIDNIGHT STRUGGLE WITH FORMER SERVANT.

Shanghai, Nov. 18.

Miss Frieda Frommel, directress of the music department of the Shanghai American School and one of the leading pianists in the Far East, was a victim of one of the most ghastly attacks on a foreigner by a Chinese yet recorded.

Tried To Call Help.

Miss Frommel was alone at midnight on Tuesday in her house when a former houseboy whom she had dismissed a fortnight ago entered her bedroom and demanded \$200.

Miss Frommel told him to get to her purse. While he was doing so, she rang the bell. Seeing this the man pulled out a knife and stabbed her. She got out of bed and defended herself. She fought hold of the knife only to have it pulled out of her hand, causing her fingers to be slashed.

Miss Frommel also received a cut at the base of her neck, two on her back, one across her wrist, one on her chest and one across her knee.

Fingers Permanently Injured.

The noise woke up the servants and their footsteps frightened the assailant, who ran from the house and escaped.

Miss Frommel, panic-stricken, also ran from the house and aroused the neighbours, who called a doctor and the police.

Miss Frommel has been taken to hospital, where her wounds have been sewn up. The victim is doing as well as can be expected. She is in no danger of losing her life, but it is feared it will be months before she will be able to straighten her fingers, if ever, and she will never be able to play as before.

Miss Frommel has also, taught languages, and formerly directed the music department of a school at Washington. She has been at Shanghai several years.—Reuter.

ON FRIENDSHIP.

LOCAL MAGISTRATE'S INQUIRIES.

"NOT GOOD ENOUGH."

"A friend put it in my pocket for a wager," said a Chinese youth charged with being in possession of a bundle of lottery tickets, when brought before Mr. R. E. Lindsell at the Central Magistracy this morning.

"What do you mean?" retorted the Magistrate.

Defendant informed His Worship that he had been "dared" by a friend to go out into the street with the tickets in his pockets, and had been found out.

"That is a wonderful story, but it isn't good enough—unless you can find this wonderful friend. Instead of receiving \$10 you will pay a fine of \$50."

After defendant had left the Court His Worship asked Inspector Grant whether a reward was paid to informers in cases such as this, adding: "It has occurred to me that it may be a 'plant.' Is there a previous conviction against this youth?"

Insp. Grant: No, Your Worship.

Case Re-Considered.

Mr. Lindsell ordered the defendant to be brought back into Court. In reply to the Magistrate defendant said that his friend's name was Ho Wing; he was a basket-maker by trade, but he did not know where he lived.

His Worship: Do you suggest that he enticed you that he gave you these tickets in order to let him have a reward?—Yes.

His Worship: And yet you call him your friend?—There has been no trouble between us.

His Worship: Would you do that to a friend?—I would not.

After examining the Chinese detective who effected the arrest of the defendant, His Worship adjourned the case until Saturday morning.

THE WEATHER.

Till to-morrow the weather forecast for all the local districts is:—N.E. winds, fresh; fair.

At 11.15 a.m. this morning the Observatory reported: Pressure has decreased moderately over Central and N.E. Japan and over S. Manchuria. It has increased slightly over China, Formosa and the Loochoos. It is nearly stationary over the Philippines.

Meteorological observation at 8 a.m. to-day: barometer 30.12; temperature 68°; wind N; force 2; weather, overcast.

The following will represent the University "11" in a hockey match against Club de Recreatio to-morrow at 5 p.m. sharp at King's Park:—A. Aziz (capt.), Dr. F. R. Ashton, G. S. Scully, K. T. Loke, Lim Poh-choy, G. E. Yeh, P. L. Tan, F. Y. Ho, Y. Enok, S. Kermani, S. C. Ho.

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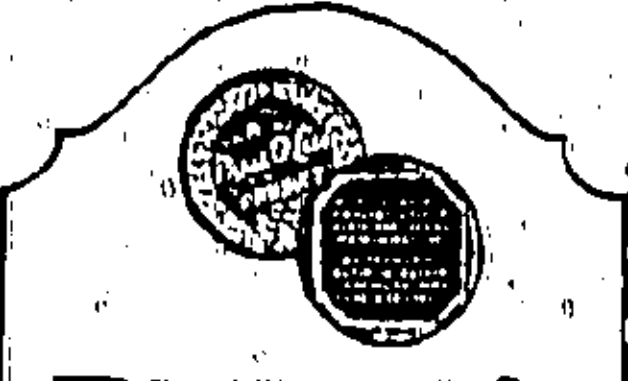
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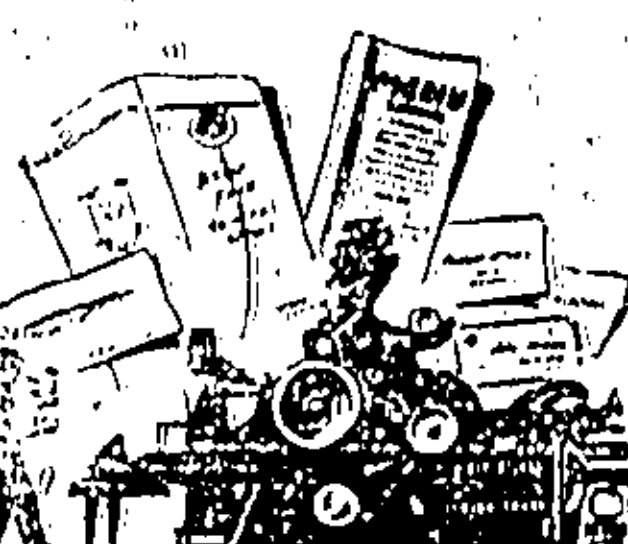
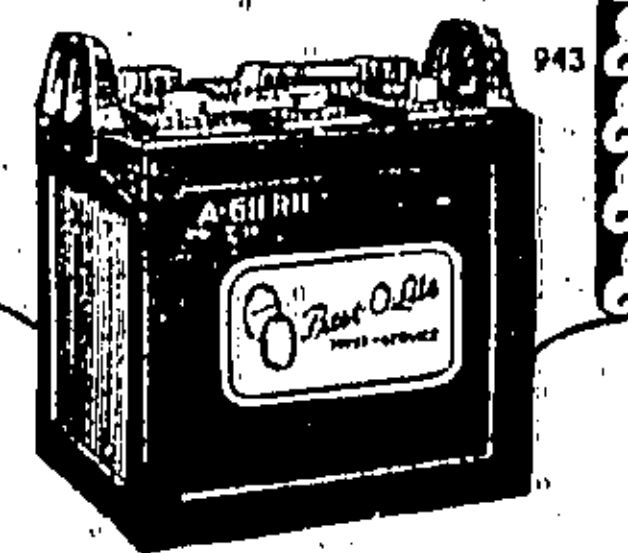
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UNCLAIMED TELEGRAMS.
THE GREAT NORTHERN TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the office of The Great Northern Telegraph Company (Limited):—
Nelson, Nathan Road, Kowloon, from Shanghai.
Prayoon Shusiam, from Tokyo.
Kitty Simpson, Hong Kong Hotel, from Shanghai.
Bengie Chawie, from Amoy.
Bengie Mercury, from Amoy.
Caldwell Harry Care Sonoy, from Duluth Minnesota.
Creighton Roys, from Shanghai.
Mrs. C. D. Wilson, from Framington Mass, c/o American Consul.
Nissiklaen, from Amoy.

S. BLACK,
Acting Superintendent.
Hong Kong Station, Nov. 11, 1926.

NOTICES.**THE QUEEN'S.**

**Ladies' Hair Dressing
Saloon.**

29, WYNDHAM STREET.

Work Undertaken by Expert Chinese Lady Barbers.

**HONG KONG WOMEN'S GUILD &
MINISTERING CHILDREN'S
LEAGUE**

ANNUAL FETE.

SATURDAY, November 20, 1926,
to be held in
Government House Grounds.
(By kind permission of H.E. The Governor at 2 p.m.)

Owing to the fact that the Hong Kong Jockey Club Race Committee have fixed the date of their First Extra Race Meet to November on the 5th of that month, the President of the H.K.W.G. and M.C.L. has decided in the best interests of all concerned to postpone the M.C.L. Fete until Saturday, November 20th, at His Excellency the Governor and Lady Clementi have very graciously and kindly consented to allow the date to be changed. The Fete will be opened by Lady Clementi at 2 p.m.
Wonderful Side Shows and many attractions.
The Pastoral Play (produced by Mrs. Chatter) (the Dances of which are being arranged by Miss Violet Capell) will be held from 4 to 4.30 p.m.—weather permitting.
Delightful General Stall (pretty & attractive articles).
St. Stephen's Girls' School stall.
St. Paul's Girls' School sweet and finger stall.
Bellevue Girls' School Lucky Ring.
Fortune's Wheel.
Cake weight rousing competition.
Orange Grove; Cigarette Stall; Fortune Teller (Most mysterious); Gold Fish Pond; Roll Bowl or Pitch; Clock Golf; Lemniscate Stall; Peak Children's Club Stall; Ice Cream Cart; Lucky Wheel; Lucky Well; Aerial Railway; Naval Charts; Sea-view and Swings; Bean Pie; Dolls; Raffles for men and women; Punch and Judy Show; Ladies' Ankle Display Competition, etc., etc.
Admission into grounds for Fete: Adults and Children 50 cents.
Admission Free—M. C. L. children Members, sailors and soldiers in uniform. Scout & Guide helpers.
Admission to Pastoral Play—Adults 20 Children 10.
Tickets sold before Fete opens to be obtained (including admission to grounds and to Pastoral Play) for Adults 20, Children 10.
Tea may be obtained at 50 cents per head.
Hong Kong, 2nd November, 1926.

THE WATER SUPPLY.

Level and Storage of water in Reservoirs on November 1, 1926.—
CITY AND HILL DISTRICT WATER WORKS LEVEL.

	1925	1926
Tyiam	30'10" B. 5'8" B.	
Tyiam Byewash	28'5" B. 8'3" B.	
Tyiam Intermediate "11" A. Level		
Tyiam Tuk	6'11" B. 0'6" B.	
Wong Nei Chung	14'4" B. 14'5" B.	
Pokfulum	13'4" B. 6'4" B.	
[Note: B. denotes "Below Overflow"; A. denotes "Above Overflow".]		
Storage in millions and decimals of gallons.	1925	1926
Tyiam	174.58	339.19
Tyiam Byewash	36	11.76
Tyiam Intermediate	202.08	105.90
Tyiam Tuk	1,251.92	1,405.90
Wong Nei Chung	14.38	17.15
Pokfulum	37.32	54.38
Total	1,680.50	2,024.23

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of October:—

	1925	1926
Consumption	268.30	268.39
Estimated Population 365,580	405,900	
per day (gallons)	21.0	20.6

Full Supply in all Rider Main Districts during October 1925 and 1926.

KOWLOON WATER WORKS

LEVEL. 1925 1926
Kowloon Gravitation .. 51'0" B. 01'0" B.
Shek Lai Pui Reservoir 31'0" B. Level
Storage in millions and decimals of gallons.

	1925	1926
Kowloon Gravitation ..	294.48	351.53
Shek Lai Pui Reservoir ..	38.48	100.80
Total	332.96	452.33

Consumption of water in Kowloon in millions and decimals of gallons during the month of October.

	1925	1926
Consumption	74.74	78.64
Estimated population 152,280	157,900	
per day (gallons)	15.8	16.1

Full Supply in all districts during October 1925 and 1926.

The Government Analyst's reports show that the quality of the water is satisfactory.

Total rainfall 24 October 81, 1925, 86.27; October 31, 1926, 95.80.

**EASTERN EXTENSION,
AUSTRALASIA & CHINA
TELEGRAPH CO**

List of Unclaimed Telegrams lying in E. E. Telegraph Office Hongkong.

Crane, from Santa Monica, Cal.
E. J. PATERSON,
Superintendent.
Hong Kong, 11th Nov, 1926.

GIANT AIRSHIP.

**DANCING AND GAMES
ALOTT!**

SERVICE TO INDIA.

London, Nov. 17.—The Dominion Prime Ministers visited Cardington in Bedfordshire, which will be the home base of the Empire airship routes.
They inspected the mammoth airship R101, now being constructed, which will be completed by the end of 1927.
The airship will have a radius of 4,000 miles and will carry 100 passengers and ten tons of mail.
She will be fitted with saloons, lounges, cabins and electric lifts.
Her length will be 730 feet, diameter 130, and height 140. There will be five engines of 600 horse-power.
It is expected that ten days will be saved in the journey from Britain to Bombay, 15½ between India and Australia, and 32½ between Australia and Canada, via South Africa and England.—Reuter.

Weight 155 Tons.
Rugby, Nov. 17.—Several overseas Premiers and other members of the Dominions Delegations to the Imperial Conference are visiting the Royal Airship Works at Cardington to-day, to inspect lighter-than-air machines which it is hoped will play an important part in Empire communication in the future.
The most important work, proceeding at Cardington is on the giant airship R 101, which is a vessel of 155 tons. She is destined for service between Britain and India, with a possible extension to other parts of the Empire lying in the northern hemisphere. The Air Ministry anticipate that the future will be carried out by airship. It is estimated that the vessels now being built should be able to fly without refuelling in good weather a distance of 4,000 miles, with a normal freight and 100 passengers. Objections have been raised to the airship on the ground of danger of storm to the large, fragile structure, and the danger of fire, but great progress has been made in the last two years towards overcoming these difficulties.
As to experimental work, the flights by the R 33 have provided most of the technical materials not hitherto available to airship designers.
Tests on the complete experimental section of the R 101 at Cardington have afforded a valuable check on the designers' calculations. Fabric tests have been carried out both at home and in India, as a result of which much additional knowledge has accrued as to the best material and best method of fixing goldbeater skin to the fabric.
Passengers' Comfort.
The R 101 will have a cruising speed of 63 miles an hour, and will be equipped with five engines housed in an equal number of cars slung from the ship, and the use of special fuel will, it is stated, prove remarkably economical in consumption. Accommodation for passengers on the R 101 is amidships, divided into upper and lower decks. On the upper deck there will be a lounge fitted to seat 100 passengers, a dining room, and main part of the sleeping accommodation, while running along each side of the airship will be two promenades. On the ground floor will be a smoking room, kitchens, with a lift to the dining rooms, crews quarters and remainder of the passengers' sleeping accommodation. Provision of space for dancing and games and for a shower bath is also contemplated.
The structure of both the R 100 and R 101, now being built to the Government's order, will be incomparably stronger in the matter of material than any built in the past, and as a result of development of the Meteorological Department of the Air Ministry it is believed that it will be possible to avoid storms and make maximum use of the prevailing winds. As for danger from fire, the R 101 is to be equipped, not with petrol but with heavy oil engines. After the new airships have carried out their home trials successfully, they will each be required to undertake flights to Egypt and India, and if the Dominions Governments provide the necessary mooring masts and refuelling stations demonstration flights to the Dominions will also take place as early as possible.—British Wireless Service.

R 33's Day Over.

London, Nov. 17.—The famous airship R33, which has been in commission for ten years made its last serious flight before the Dominions Premiers at Cardington.

Probably within a few weeks it will journey to Pulham to be scrapped.—Reuter.

Lt. Comdr. L. S. Acheson, who was commanding officer of H.M.S. "Cockchafer" at Wanchien, left for Home on November 8.

INDIA'S TEST.

**RESPONSIBLE GOVERNMENT
PRINCIPLE.**

IMPORTANT ELECTIONS.

Delhi, Nov. 17.—India is in the throes of a general election which is specially interesting as the legislatures, being the last under the Reforms Act of 1919, will undoubtedly influence the statutory commission appointed to enquire into the working of the reforms and recommend whether it is desirable to establish the principle of responsible government or restrict the degree of responsible government.
The results of the voting are only partial, but they indicate that stable ministries will be formed in all provinces except Madras, where the extreme Nationalists appear to have gained ground.
The Swarajists' strength in the United Provinces and the Punjab is negligible. Thirteen Swarajists have already been returned to the Central Legislative Assembly, but owing to the difficulty of their agreeing with the other Parties, it is anticipated they will not be able to fulfil their programme of obstruction.—Reuter.

An Unofficial Visit.

Rugby, Nov. 17.—The Earl of Winterton, Parliamentary Under-Secretary for India, is with the permission of the Secretary for India, proceeding to India on a short private and unofficial visit in December. He will return in time for the new parliamentary session in February.—British Wireless Service.

INSPECTION TOUR.

**CANTON OFFICIALS REACH
SHUIKWAN.**

Canton, Nov. 17.—The party of Nationalist Government officials which started yesterday for a survey of the newly-acquired provinces reached Shuikwun, according to advices received here to-day.

The whole town participated in a communal welcome.

The party is scheduled to start to-day overland for southern Kiangsi, en route to Nanchang, where the first conference with the military and political leaders in the field is to be held.

It is expected that the party will reach Nanchang in ten days.

Canton Information Bureau, through Reuter.

[Note: Shuikwun is on the North River in Kwangtung province, the present northern terminus of the Canton-Hankow Railway, southern (completed) section. Nanchang is the capital of Kiangsi and is connected to the Yangtze by rail.]

OPIUM EVIL.

**THE 1925 PACT NOT YET
OPERATING.**

London, Nov. 17.—In the House of Commons to-day, answering questions, the Secretary of State for Foreign Affairs, Sir Austen Chamberlain, said that ratification of the International Opium Convention of 1925 had been deposited on behalf of the whole Empire, except Canada and the Irish Free State.

So far as the Government was aware, out of the other signatories, only Sudan and Portugal had deposited ratifications. The convention could not operate till the requisite number of ratifications had been deposited and till then the Hague Convention of 1912 would continue to be enforced.—Reuter.

NICARAGUA.

**AMERICAN INTERVENTION
URGED.**

New York, Nov. 17.—A message from Managua states that President Diaz has requested American intervention to put Nicaragua on a peace basis, saying that a weak country like Nicaragua is unable to quell a revolution aided by Mexico.—Reuter's American Service.

DOUBLE DISASTER.

Portland, Tennessee, Nov. 17.—Seven persons were killed and 25 injured following a collision between an express train and motor car at a level crossing near Hendersonville. The train was derailed.
Two were killed and six injured as a result of the actual collision, and two cars containing breakdown gangs racing to the scene collided and five were killed and 19 injured. Six others are not expected to recover.—Reuter's American Service.

STRIKING FIGURES.

**AUSTRALIA DISCHARGING
OBLIGATIONS.**

FINANCIAL INDEPENDENCE.

Rugby, Nov. 17.—In a speech on the financial policy of Australia last night, Mr. Stanley Bruce, the Australian Premier, gave striking figures regarding the progress and method of debt redemption in his country.

He stated that the total debt of Australia amounted to 2978,000,000 all of which was funded, and that \$305,000,000 of this total represented war debt, which was the only great non-productive debt of Australia. The balance of 2673,000,000 had been expended in the creation of valuable assets which were 40-day fully reproductive.

Australia bore every penny of the cost of her war efforts, and in doing so incurred a debt to Great Britain for munitions and other expenses of about 292,000,000. This debt Australia funded, and made provision to repay, before any other nation had recognised its obligations for assistance by its Allies during the War. In 1901 only 17 per cent. of the Australian public debt was owed to Australians, but in 1925 it was 51 per cent, this indicating the Australians' growing financial independence.—British Wireless Service.

REVELATIONS.

**CHINA'S SEAT ON THE
LEAGUE**

The diplomatic correspondent of the "Daily Telegraph" finds the secret history of China's curious promotion to a seat on the League Council of more than ordinary interest. A section of Geneva officials were so alarmed, he says, at the withdrawal of Spain and Brazil—representing forty and twenty-nine financial units in the League Budget respectively, out of 337 units in all—that they got "cold feet" at the thought of losing yet another forty-six units, together with four "years' arrears," were China also to withdraw in a huff. These officials and others canvassed so strenuously on behalf of China's candidature that, when the attacks on foreigners reached a climax on the Yangtze, they found themselves unable to go back or destroy their previous electioneering work, so much having been made of China's huge population.

There ensued, at a private meeting of the League's Budget or Financial Sub-Committee, a picturesque and humorous scene. The Australian delegate happened to refer—pointedly enough—to "States which could afford the luxury of civil wars, but omitted to pay their subscriptions to the League." Mr. Chu, evidently considering that the cap fitted the Chinese Government, rose with great indignation and recalled the moral of a fable by La Fontaine, that "according as you are prosperous or poor, the sentence of the Court will declare you to be black or white." The chairman of the sub-committee, the Roumanian delegate, sought tactfully to assuage Mr. Chu's feelings by pointing out that neither the Australian delegate nor the minutes of the meeting made any specific mention of China.

At this point the soft-hearted Norwegian delegate intervened to offer solace to Mr. Chu by recalling China's ancient civilisation and her invention of gunpowder and the compass, not for war—so he asserted—but for humane and pacific purposes. Mr. Chu, profoundly moved and overwhelmed with gratitude, again invoked a French fabulist to the effect that "where there is no money there are no friends," but, he added, in a glowing outburst, "there was, thank heaven, the League of Nations."

Once more the tactful chairman remarked, while inverting the order of words of the French maxim, that the sitting had indeed, shown that China had friends in the League of Nations, but that "a little money for the League would nevertheless be welcome."

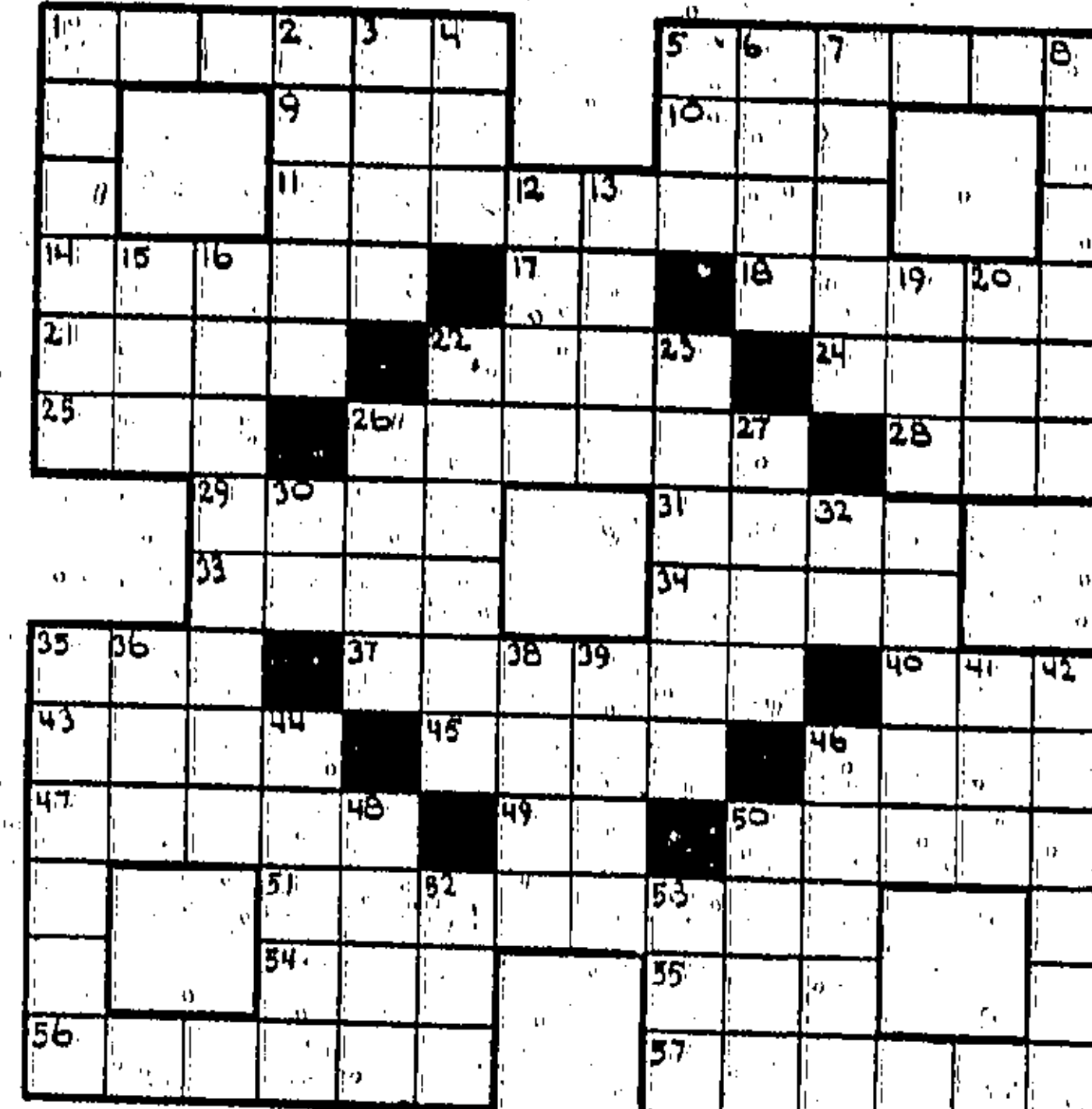
The Indian delegation, I understand, presented the League with a strong memorandum on the subject of its own heavy contribution and of defaulters with much lighter burdens.

Washington, November 17.—A delegation from Australia has presented President Coolidge on behalf of New South Wales, with an oil painting of the American fleet entering Sydney harbour. Sir Hugh Denison, the new Australian Commissioner was introduced to President Coolidge by Mr. Henry Chilton, Charge d'Affaires. Sir Hugh Denison stressed the importance of co-operation between Australia and the United States.

Reuter's American Service.

OUR CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|-------------------------------|------------------------------|---|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Part of a motor | 46-Again | 19-Clattering |
| 2-Achieve | 47-Carried (colloq.) | 20-Atmosphere |
| 3-Pacific coast State (abbr.) | 48-Latin for silver | 21-Francis (for gentlemen) (abbr.) |
| 4-River in N. E. Scotland | 49- (abbr.) | 22-Earliest period of Canzolo era |
| 5-Charm | 50-Musical instrument | 23-Child's plaything |
| 6-Exposes | 51-Dacotara | 24-Yields as clear profit |
| 7-Accomplish | 52-International | 25-That is (Latin) (abbr.) |
| 8-Stradivarius (abbr.) | 53-Brazilian coin | 26-A continent (abbr.) |
| 9-Untruthful | 54-Este away | 27-Greater than 50 degrees |
| 10-Appetition | 55-Attempt | 28-Combining form. |
| 11-Part of ship | | 29-Man's name |
| 12-Old time (poet.) | VERTICAL | 30-Independent Order of Good Templars (abbr.) |
| 13-Period of time | 1-A stone | 31-Ocean |
| 14-Three (Italian) | 2-Remarks | 32-Unseasoned part of a bar |
| 15-Lubricates | 3-Ages | 33-Native of Denmark |
| 16-Crags | 4-Combining form. | 34-Flaw in metal |
| 17-Small U. S. coin | 5-Far | 35-Prison |
| 18-Crags | 6-High naval officer (abbr.) | 36-Before |
| 19- (Latin) (abbr.) | 7-Light afternoon meal | |
| 20-Unit | 8-Caravan shelters | |
| 21-Draws off by degrees | 9-Sewing implement | |
| 22-Combining form. | 10-Nation | |
| 23-Equal | 11-Drunkards | |
| 24-Crooked | 12-Make ill | |
| 25-The blackthorn | 13-Odeorous | |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES.
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will give you a clue to still others. A letter belongs in each white space, words starting in the numbered squares and running either horizontally or vertically or both.
(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

LAMMERT BROS.

Auctioneers, Appraisers
AND SURVEYORS.

Public Auctions.

The Undersigned have received instructions to sell by Public Auction

ON
MONDAY, the 22nd Nov., 1926,
commencing at 2.30 p.m.

at their Sales Room, Duddell Street.
A Large Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—

Chesterfield Couch and Arm-chairs, Desks, Screens, Cabinet Gramophones and Records, Book Cases, Roll Top Desks, Glass Cabinet, Carpets, Rugs, Electric Table Fans, Ornaments, etc., etc.

Teak Dining Tables, Sideboards, Teak Dinner Wagon, Ice Chests, Crockery, Glass Ware, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Wire Mattresses and Mattresses, Teak Wardrobes with and without mirrors, Teak Dressing Tables, Teak Chests of Drawers, Toilet Sets, etc., etc.

ALSO
A Few Pieces of
BLACKWOOD-WARE

AND
1. Cottage Piano.
2. Porcelain Basins with Taps and Pipes.
3. Cottage Piano by John Broadwood & Sons.

1. Iron Safe and Stand.
1. Cottage Piano by M. F. Rachal & Co.

3. Enamelled Baths.
1. Shanghai Bath.
Catalogues will be issued.

On View from Saturday, the 20th November, 1926.
Terms:—Cash on Delivery.

**LAMMERT BROS.,
Auctioneers.**
Hong Kong, 17th Nov., 1926.

TANG YUK, DENTIST

Successor to
the late SIEN TING,
14, D'Aguiar Street.
TERMS VERY MODERATE
Consultation Free.

YESTERDAY'S SOLUTION.

PATHOS	WAFFLE
LAZAR	VIA
LAZAR	LET
LABOR	BAA
EDIT	OG
REPORTED	S
MIL	ORA
MENTALITY	A
CHAS	AWL
CRIO	STEEL
ED	TOE
FEER	ROW
DONATE	SUB
	STIFFS

PUBLIC AUCTIONS.

The Undersigned have received instructions to sell by Public Auction

ON
WEDNESDAY, the 24th Nov., 1926,
commencing at 2.45 p.m.

at No. 23, Jordan Road; Kowloon
(Ground Floor/Flat)

A Quantity of
**VALUABLE HOUSEHOLD
FURNITURE**

Comprising:—
Couch, Tables, Chairs, Dressing Tables, Single and Double Wardrobes, Iron Bedsteads, Washstands, Crockery, Glass Ware, Marble Clock, Pictures, Ornaments, etc.

ALSO
One Piano by J. Ramsperger & Co., Stuttgart.

AND
Some Pieces of Antique, Spanish Mahogany Furniture (made in England).

Catalogues will be issued.
Terms:—Cash on delivery.
On View from Tuesday, the 23rd November, 1926.

**LAMMERT BROS.,
Auctioneers**
Hong Kong, 17th Nov., 1926.

HONGKONG HEIGHTS.

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1828
Signal Station	1774
St. Parker	1784
Mountain Lodge	1725
St. Eyrle	1725
Hotel	1805
Kailash Sanatorium	1000
St. Davis	877
Lawson Rd. (filterbeds)	297
Mainland.	
Woolmoor	8124
Woolmoor Peak	1871

DODWELL & COMPANY, LTD.

FOR BOSTON AND NEW YORK Via SUEZ.

S.S. "WRAY CASTLE" on or about 19th November.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (Fiume).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE
OR TRIESTE.

"A" Class \$72.10.0d. "B" Class \$66.0.0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "VENEZIA" Sails on or about 9th Dec.

M.V. "ROMOLO" Sails on or about 6th Jan., 1927.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "ESQUILINO" Sails on or about 10th Dec.

S.S. "VENEZIA" Sails on or about 7th Jan.

M.V. "ROMOLO" Sails on or about 4th Feb.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

"UMZUMBI" Sails from Calcutta End of Dec.

"UMSINGA" Sails from Calcutta 21st Jan.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD., Agents.

Telephone Central 1030.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo,
Suez and Port Said.

ANDES MARU Tuesday, 14th December.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Capetown.

SANTOS MARU Sunday, 5th December.

BOMBAY—Via Singapore and Colombo.

HEINAN MARU Sunday, 21st November.

SHINNOH MARU Wednesday, 24th November.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.

MEXICO MARU Wednesday, 22nd December.

CALCUTTA—Via Singapore and Rangoon.

SANTUKI MARU Thursday, 25th November.

BANGKOK—Via Saigon.

SEKKOW MARU Saturday, 27th November.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan
Ports.

ARIZONA MARU (From Shanghai) Tuesday, 14th December.

HAIPHONG—via HOIHOW & PAKHOI.

NEW YORK—Via Japan ports, San Francisco and Panama.

HAMBURG MARU (From Shanghai) End of November.

JAPAN PORTS.

SUMATRA MARU Thursday, 18th November.

ALTAI MARU Saturday, 20th November.

BINGO MARU Tuesday, 23rd November.

KEELUNG via SWATOW & AMOY.

KYODO MARU Sunday, 21st November, 10 a.m.

HOZAN MARU Sunday, 28th Nov., 10 a.m.

KAKAO via SWATOW & AMOY.

KOTSU MARU Friday, 19th Nov., 8 a.m.

KAKAO and KEELUNG.

GANGES MARU Wednesday, 1st December.

DAIREN (via HEPHAI and TSINGTAU).

KINZAN MARU End of November.

For further particulars please apply to—OSAKA SHOSHIN KAISEI.

Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.

ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.

AMERICAN & MANCHURIAN LINE.

"CITY OF CAIRO" 10,145 tons d.w. sailing 3rd Dec.

The above modern passenger steamers will be despatched as
above for Boston and New York via Philippine Islands,
Straits, Colombo and Suez Canal, arriving in New York on or
about 5th January and 2nd February respectively. Fares
\$100—Single First Class \$70—Single Second Class.

For further particulars, apply to—

THE BANK LINE, LTD.,

General Agents.

THE AUSTRAL-CHINA NAVIGATION CO.

For SYDNEY, MELBOURNE & ADELAIDE

via Manila, Iloilo, Sandakan, Balikpapan & Rabaul

S.S. "CALULU"

Sailing on or about 28th November, 1926.

For Freight & Particulars, Apply to—

DODWELL & CO., LTD.

Agents.

Telephone No. C.1080.

Tel. C. 1511 JOSEPH S. LEE & CO. Tel. C. 1511

BUILDING CONTRACTORS

MONUMENTAL MASONRY & SCULPTORS.

Suppliers of all kinds of Marble & Granite.

Specialists in Headstones & Monuments.

Dealers in BUILDERS' REQUISITES.

All work promptly
executed. 14, Morrison Gap Road,
Happy Valley.

SHIPPING SECTION.

SINGAPORE DOCK.

TO BE TRANSPORTED IN
SECTIONS.

London, Nov. 17.

The "Daily Telegraph" states
that the Admiralty has concluded
that the new Singapore dock
should be conveyed in sections to
Singapore where it will be assem-
bled. It was estimated at one
time that nearly three years be re-
quired for the completion of the
work, but there is reason to be-
lieve now that a shorter period
will suffice.—Reuter.

79-MILE GALE.

AMERICAN TRANSPORT
CRIPPLED.

New York, Nov. 17.

A seventy-nine mile an hour
gale, accompanied by heavy rain,
swept the Eastern states and con-
siderably damaged shipping, un-
roofed buildings, flooded mines,
crippled transport and interrupt-
ed telegraphic and cable com-
munications.

All the rivers in East Pennsylv-
ania and West Virginia overflowed
their banks and bridges were
swept away, but up to the present
no fatalities are reported.

Casualties.

Two were killed and 5 injured
as the result of the gale which
swept the city yesterday.—
Reuter's American Service.

LOCAL SHIPPING.

TO-DAY'S ARRIVALS AND
CLEARANCES.

THE MORNING LIST.

This morning, the following sea-
going arrivals at Hong Kong were
reported:—

Suiyang (1594) Bri. from Shang-

hai and Swatow; B. & S.

Lai Sang (2225) Bri. from Cal-

cutta and Singapore; J.M. & Co.

Yatshing (1424) Bri. from Can-

ton; J.M. & Co.

Kutsang (3643) Bri. from Kobe;

J.M. & Co.

Tjikini (4596) Bri. from Soura-

baya and Balikpapan; J.C.J.L.

Hubro (1027) Norwegian, from

Macassar and Canton; Thoresen &

Co.

Kotsu Maru (1241) Jap. from

Canton; O.S.K.

Sungshan Maru (1503) Jap. from

Canton; N.Y.K.

Departures.

For Singapore: Takada, Antenor.

For Saigon: Kronviken.

For Shanghai: Olderkerk.

Clearances.

For Miri: Hermes.

For Hongkong: Harunasan Maru.

For Sandakan: Loksun.

For Canton: Suiyang.

For Moji: Sumatra Maru.

For Saigon: India Maru.

For Swatow: Sinkiang.

SHIPS IN PORT.

At 9 a.m. to-day the following
numbers of vessels were in
port:—

British 25

American 1

Norwegian 4

German 2

Panama 1

Japanese 7

Chinese 14

Dutch 10

French 3

Portuguese 1

No Flag 1

Total 69

MOVEMENTS OF STEAMERS.

The C.P.S. R.M.S. "Empress of
Canada" from Hong Kong on Octo-
ber 29, arrived at Vancouver on
November 15.

The C.P.S. R.M.S. "Empress of
Russia" arrived at Kobe yesterday
at 8.30 a.m., left Kobe yesterday
at 5 p.m. and is due at Yokohama
to-morrow at 1 p.m.

The B. L. s.s. "Rendani" from
Leith, Middlebro, Antwerp, Lon-
don and Straits is due to arrive here
on November 20.

The P. & O. s.s. "Khifa" left
Singapore for this port on Novem-
ber 16 at 4 p.m. and is due here on
November 22 at about 8 a.m.

The M. V. s.s. "Agna" (Swedish
East Asiatic Co., Ltd.), left Antwerp
on October 23 and is due here on
or about November 30.

SHIP AUCTION.

"FOOK SING" fetches
\$6,000.

Messrs. Lamert Bros. yesterday
sold by public auction, the wooden
motor ship, "Fook Sing," as she
now lies off Cheung-sha-wan (Hong
Kong harbour) the purchaser being
Mr. Chu Tsak-fuk, at \$6,000.

The "Fook Sing" is a triple-screw
motor vessel built of teak. Her
gross tonnage is 338.84 and regis-
tered tonnage 527.52. Her length
is 163'4"; breadth, 30'7" and depth
19'4".

The ship was put up at \$5,000,
with bids of \$100 acceptable.

AMERICAN SHIPPING.

"Despite the fact that the volume
of seaborne traffic barely equals
that of 1918, there has been an in-
crease of 39 per cent. in ship ton-
nage," says the "Index" published
by the New York Trust Company.
Of the world's total on June 30,
1926, approximately 12 per cent.
of the tonnage was laid up. While a
large part of this tonnage repre-
sents ships that are obsolete and
must be discarded, nevertheless the
world faces a condition where the
number of ships available is more
than adequate for the cargoes to be
carried. Of the laid-up fleet about
82 per cent. consists of American
ships. Idle shipping on July 1,
1926, totalled about 6,086,000 gross
tons. There has been a steady de-
crease in total American tonnage
since 1923, both in vessels engaged
in foreign and in coastwise trade.

The percentage of America's trade
carried in American vessels is con-
siderably lower than it was several
years ago. In 1921 American
vessels carried 71 per cent. of the
imports to the United States, and
in 1925 only 49 per cent. In 1921
American ships carried 38 per cent.
of American exports, while in 1925
they carried only 32 per cent.

Before the war Great Britain and
Germany owned 52.9 per cent. of
the world's shipping. The United
States has taken Germany's place,
and last year America and Great
Britain owned 52.6 per cent. of the
total. Ships under construction on
June 30, 1926, decreased 405,000
gross tons, or 17 per cent., com-
pared with the previous year. Less
shipping at that time was under
construction than during any period
since 1909. This decline in new
construction is a natural economic
effort to adjust the balance be-
tween cargoes and shipping ton-
nage. Continued demands for
speed in ocean traffic will stimulate
the replacement of obsolete ships,
however, and the normal growth of
the world's industry and commerce
will create larger shipping require-
ments.

NEW YORK-HAMBURG
SERVICES.

A report has been received in
Berlin from New York that the
White Star and Cunard companies
intend to discontinue calling at
Hamburg. Inquiries at the head
offices of the companies in Liver-
pool show that up to the present
all that has happened is that they
have suspended the services in
question for the winter. Whether
it will be resumed next spring or
summer is a matter for subsequent
consideration. The White Star
liner "Arabic," which has been run-
ning in the Hamburg-New York
service, is now scheduled to sail
for New York from Southampton.

The Hamburg-New York
service has been a joint one
between the White Star and Cunard
companies, who have used the same
office building in Hamburg, the
same quay, and had the same
marine superintendent.

PORT OF ESPERANCE.

Melbourne, October 14.—By
a proclamation published in the
"Commonwealth Government
Gazette" to-day his Excellency the
Governor-General (Lord Stone-
haven) established a port at
Esperance, in Western Australia.
The limits of the port were fixed
as all waters confined within im-
aginary lines drawn from
Dempster Head to Limpet Rock,
and from Limpet Rock to Rossiter
Head.

Quarantine restrictions have been
imposed by Hong Kong against
arrivals from Sourabaya on account
of plague.

Freight service on the Shang-
hai-Hankow-Ningpo line, which
has been suspended for some
weeks owing to military confis-
cation of rolling stock, was resumed
on November 8.

SHIPPING NOTES.

VESSELS FROM FAR AND
NEAR.

LATEST INFORMATION.

The Glen line steamer "Glenara"
arrived here this morning from
Rotterdam and Singapore and
brought 6 first-cabin passengers,
1,200 tons of cargo besides 41 bags
of mail for discharge here. Messrs.
Jardine, Matheson & Co. will de-
patch the "Glenara" for Shanghai
after loading here.

The local office of the C.P.R. has
been advised that the R.M.S. "Em-
press of Russia" arrived in Kobe
yesterday morning and left in the
afternoon for Yokohama where she
is due to-morrow at noon.

The skipper of the s.s. "Kutsang"
reports having sighted on her way
from Kobe to Hong Kong a
Japanese fishing boat in Lat. 31
degrees 16' N. Long 131 degrees
12' E. which is dangerous to na-
vigation. The "Kutsang" brought
1,232 tons of cargo from Kobe con-
sisting of cotton goods. Messrs.
Jardine, Matheson & Co. will de-
patch her for Calcutta on Dec. 3.

From Australia via Manila, the
Japanese steamer "Tango Maru" is
expected to arrive here to-morrow
afternoon with passengers, cargo
and mail from Australia and Manila
for Hong Kong. The "Tango" will
continue her trip to Japan on
Saturday at noon.

With 4,100 tons of cargo consist-
ing of coffee, sugar and merchan-
dise for Hong Kong the Dutch
steamer "Tjikini" of the J.C.J.L.
arrived here this morning from
Sourabaya and Balikpapan. Her
date of departure has not been an-
nounced yet by her local agents.

Two steamers arrived here from
Canton without any cargo. The
Norwegian steamer "Hubro" of the
J.C.J.L. arrived this morning and
the O.S.K. steamer "Kotsu Maru"
arrived yesterday afternoon. Both
steamers are loading here. "Kotsu
Maru" will sail for Swatow via
Amoy, and the "Hubro" en route
to Shanghai.

After loading here, the Standard
Oil Company's tanker "Sylvan
Arrow" will leave for San Fran-
cisco. She arrived here yesterday
from New York via Calcutta.

The Admiral Oriental liner "Pre-
sident Madison," which left Hong
Kong for Manila on Nov. 16, arrived
in that port this morning, accord-
ing to a message to the local office.
The "Madison" will be despatched
from Manila for Seattle on Sunday
at noon via Hong Kong and is due
here on Tuesday morning.

The s.s. "Malwa" (with the out-
ward English Mail) due to arrive
here on Dec. 10, left Marseilles 17
hours late owing to a strike at that
port. It is anticipated that she
will make up this deficiency.

FLEET MANOEUVRES.

PREMIERS TO WITNESS
STIRRING SCENE.

London, October 27.—Fleet
manoeuvres at Portland in honour
of the Dominions' representatives
will be one of the most memorable
and biggest of such exhibitions.

It will not be a review, but six
hours' continuous operations at sea
with five flagships and the total
Fleet comprising battleships,
cruisers, destroyers, mine-layers,
aircraft carriers, submarines, etc.,
including H.M.S. "Hood," "Re-
venge," "Repulse" and "Renown."

The official party of 250 will in-
clude all the Prime Ministers,
Cabinet Members and Lords of the
Admiralty on board the Fleet Flag-
ship H.M.S. "Revenge."

Five minutes after H.M.S. "Re-
venge" leaves Portland submarines
will dive and aircraft will be
launched. The "Revenge" will pass
through a cleared mine field with
paravanes put out. Later subma-
rines will attack the "Revenge" and
subsequently the Fleet will
form line of battle, followed by co-
ordinated firing and a torpedo at-
tack after which the "Revenge" will
proceed to harbour.—"Times of
Ceylon."

AMERICAN AUSTRALIA ORIENT
LINE.

Operated for
U. S. Shipping Board
By SWAYNE & HOYT, INC.
For San Francisco & Los Angeles
S.S. "WEST PROSPECT" Nov. 23.
S.S. "WEST ISLAND" Dec. 15.
For full information apply to—
SWAYNE & HOYT, INC.
L. EVERETT, Inc.
General Agents.
Telephone C. 8008
1st Floor, Queen's Building.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA & VANCOUVER.

SAILINGS 1927.

STEAMERS	H'Kong	Shanghai	Kobe	Yokohama	Yokohama	Yokohama
Leave	Leave	Leave	Leave	Leave	Leave	Leave
EMPRESS OF ASIA	Jan. 5	Jan. 8	Jan. 11	Jan. 14	Jan. 17	Jan. 20
EMPRESS OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 7	Feb. 10
EMPRESS OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 1	Mar. 4
EMPRESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 21	Mar. 24
EMPRESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 11	Apr. 14
EMPRESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 2	May 5
EMPRESS OF ASIA	May 11	May 14	May 17	May 20	May 23	May 26
EMPRESS OF CANADA	June 1	June 4	June 7	June 10	June 13	June 16
EMPRESS OF RUSSIA	June 22	June 25	June 28	July 1	July 4	July 7
EMPRESS OF ASIA	July 11	July 14	July 17	July 20	July 23	July 26

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Hong Kong, Thursday, Nov. 18, 1926.

PIRATES.

Whilst a note of exultation may be permitted in regard to the fact that from thirty to thirty-five of the "Sunnings" pirates have been accounted for, that is not to say that the menace of Bias Bay has been obliterated. Far from it. All that can be said is that the large majority of one particular gang have been killed, drowned, or captured. The pirates intended to take the "Sunning" to Bias Bay, there to receive the assistance of their accomplices in taking off the loot in sampans. These accomplices may exist in formidable numbers—sufficient to form half a dozen separate pirate gangs ready to prey on merchant ships in the near future. Bias Bay is in Chinese territory. It therefore behoves the Chinese authorities in the Kwangtung Province to take the step urged upon them, time and again—combining out Bias Bay of its colony of desperadoes and cut-throats. That is as essential as co-operating in—indeed demanding—a thorough search of Chinese passengers at the port of embarkation. It is idle for the local Chinese authorities in Kwangtung to prate of establishing a model government whilst they hold back from the imperative task of making Bias Bay untenable as a stronghold of the pirates. That responsibility cannot be shirked much longer. The Powers have no option but to make the Chinese authorities responsible for the desperate crimes of those within their own borders. Foreign lives, foreign shipping, and foreign trade must be protected. That is a primary requirement. There can be no more evasion. Until the headquarters of the pirate gangs at Bias Bay are completely eliminated all talk of Chinese official regard for the protection of foreigners must be dismissed as mere pious hopes.

The following appointments were made by the Admiralty on October 19:—Surgn. Lieut.-Commr. J. F. Haynes, (Nov. 2); Payr. Lieut.-Commr. P. H. Morrissey, M.B.E., (Nov. 20); and as Sec. to Chief of Staff (on transfer of flag), and D. S. Wareham, (Nov. 20); and for duty in Admiral's office (on transfer of flag).

The Rev. Thomas Barclay left London on October 14 to return to Formosa, where he has been a missionary for 52 years. He is 77 years of age.

CORRESPONDENCE.

THE MACAO FAIR.

(To the Editor of the "China Mail.")
Sir,—Hong Kong residents who make the trip over to Macao to visit the Industrial Fair in the Portuguese Colony are not disappointed, for though on a modest scale the Portuguese have succeeded in producing a very creditable fair. The Hong Kong press have very courteously described the Exposition in the most glowing terms, and our thanks are due to them. Those who have not yet visited the Fair are missing a great deal, and Hong Kong Portuguese, in particular, will find at the Exposition, and in Macao, much to delight and interest them.

Like the British, the Portuguese evidently "are poor advertisers of themselves," for this Fair gives the lie to those who would have the world believe that Macao subsists on questionable sources of income, and on display are examples of handicrafts and industries which till exhibited, have remained in many instances almost unknown. As never before have proofs of the resources of the Portuguese colony been marshalled together, and the Portuguese may well be proud of their achievement.

Another point of the utmost importance is the great number of Chinese exhibits. The way in which the Chinese have responded to the appeal made by the authorities is but another indication of the harmonious relations existing between the Chinese and the Portuguese at Macao.

One feels sure that the provision by the Hong Kong, Canton and Macao Steamboat Co., of their luxurious s.s. "Taishan" which, at best, barely paying its way on the Canton run, to make the excursion trip on Sundays to Macao will do much to popularize the Macao Fair for Hong Kong visitors, and such an act of grace will, doubtless, be much appreciated by trippers who will thus be able to visit Macao in the maximum of comfort.

JACK BRAGA.
Hong Kong, November 17, 1926.

SIR PAUL CHATER.

CATHEDRAL MEMORIAL TABLET.

At the close of the service at 11 a.m. at St. John's Cathedral on Nov. 21 (Victoria Diocesan Association Sunday), at which the Bishop will preach, the Right Rev. Dr. C. R. Duggan will unveil a memorial tablet to the late Hon. Sir Paul Chater.

Holy Communion will be celebrated at 8.15 a.m. The Rev. N. V. Walward, M.A. (Diocesan Chaplain) will preach at the 6 p.m. evening service. The choir will render special music and Mr. Rupert Baldwin, A.T.C.L. will give organ selections. The offertories will be for the Association.

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"SUNNING" EXPLOIT.

(Continued from page 1.)

"Taking a revolver from one fallen pirate and handing it to the skipper, I replied: 'There's a gun now, and make a fight for it.'"

"The chief officer took the other pirate's rifle."

"But the chief officer didn't keep his rifle long," continued Mr. Hurst. "Braided With Rifle."

"Another pirate came up. The chief brained him by striking him on the head with his rifle and his blow was so hard that the rifle broke in two."

"The chief discarded the smashed weapon, taking instead the third dead pirate's revolver."

"I then took out the first two Colts concealed earlier in the chart-drawer. The Captain and chief officer took the port side and I lay down full length on the starboard, the only place where there was access to the bridge."

"There were ten men in that first rush in the small hours of the morning. I had a revolver in each hand and waited till the leader got to within six feet range. I let go then and the four in front toppled over. The rest scuttled below again."

Hauled Through Skyline.

Hereabouts, the three deck officers devised a plan to assemble their comrades. So the chief officer smashed the adjoining skylight of the Captain's room, in which were the chief engineer (Mr. G. Cormack), the 2nd engineer, the 3rd engineer, the wireless operator and the lady passenger.

These were all hauled up with the exception of Mr. Cormack who, Mr. Hurst believes, had been wounded in the leg in an earlier rush by the pirates.

As Mr. Hurst had two revolvers he gave one to Mr. Duncan (the 3rd engineer). One for Mr. Orr was provided by the chief officer, sneaking down to the nearest dead pirate—while Mr. Hurst covered his retreat.

A revolver was taken and the pockets of the corpse were rifled for all the ammunition.

It was two hours later that Mr. Cormack eventually got through to the bridge, being wounded in the chest on the way.

Keeping the Pirates At Bay.

The wireless operator kept the lady company and Mr. Cormack rested. The others took turns to stand at the approach, only one by one, so as to conserve their slender stock of ammunition to the utmost.

When the man in front had expended his rounds, his place was taken by another who filled the breach while he re-loaded.

By 1.30 a.m. Mr. Hurst's room was in flames, being one of the first to be set alight by the pirates.

The pirates then began climbing on to the lower bridge where they were in view. At the range, however, the defenders of the ship's citadel decided not to indulge in sniping as the supply of ammunition did not warrant the use of rounds except where a kill was certain.

Ship Ablaze.

"We could have stopped the pirates from coming forward (to set fire) if we had had the rounds," explained Mr. Hurst, "and so we saw them light up the lifeboats on the starboard side."

"When the fire was well away, the Captain sang out to the boatswain (Chinese) to drop anchor. The boatswain and his men were forward and the pirates all aft."

"With the anchor dropped, the ship swung round, head on to the wind which kept the flames aft, as a result, the blaze really hindering on the pirates with the smoke."

OUT OF DANGER.

Chief Engineer's Progress: Wounded Pirates.

Upon enquiry at the Government Civil Hospital this morning, the "China Mail" was informed that Mr. G. Cormack, the Chief Engineer, was out "out of danger and doing very nicely."

No further news has been received regarding the whereabouts of Mr. H. W. Lapsley, a passenger from Shanghai, who was forced by the pirates to act as interpreter and who it is believed was taken away in their custody.

Of the alleged pirates at present in custody, four are in the prison ward of the Government Civil Hospital, two of them being in a serious condition. These and eighteen others are said to have been definitely identified as having participated in the piracy. Several others, taken from the "Sunning," are held in custody as "suspects."

The eighteen, it is understood, will be formally charged at the Magistrate's court tomorrow morning. Others may be charged later.

Gang Accounted For?

With the 22 and the others suspected as having been members of the pirate gang, the 11 who were shot or burnt and those who jumped from the "Sunning" when they realised their case was hopeless,

"As a matter of fact," Mr. Hurst admitted, "we hadn't a

round of ammunition left. Our armoury then consisted of two deep-sea leads, two axes and five revolver butts."

A request from the pirates for the officers' guns to be surrendered, was met by a point-blank refusal, to which was coupled a threat that firing would be resumed immediately if they did not leave the ship.

Mr. Lapsley Missing.

Mr. Hurst continued: "About 4.45 a.m. we could see, by the flames, that a boat was being lowered and the pirates were leaving. The first boat left about 2 a.m. but we could not tell whether Mr. H. W. Lapsley was in the first or the second. He was on the bridge when we knocked down the pirates but subsequently he was not seen."

At 5 a.m. the officers lowered the only remaining lifeboat which had its sides all black. Buckets had to be used all the time to keep the fire down and the tops were hacked away.

The lady passenger was put in and Mr. Hurst was to have taken charge till the boat reached a steamer standing by.

Unfortunately the painter broke and the boat drifted away.

In the heavy seas, the boat crashed against the ship's side. Mr. Hurst and Mr. Duncan invited any one on the ship who wished to leave to make a jump for it and they would pick them up. None came.

The boat had drifted 25 miles in 9 hours, buffeted about. The lady and Mr. Luk were seasick. The others were busy baling out water, while Mr. Hurst kept a course. Then the Norwegian steamer "Radensfjell" bore down on them and picked them up.

Hauled Into Safety.

"There was no convention then in the heavy seas," added Mr. Hurst. "They threw down a line which I tied round the lady and up she went like a bag of coals."

Even after leaving the "Sunning," Mr. Hurst and Mr. Duncan were not finished with the pirates. While in the boat they sighted the last boatload of pirates about 200 yards away.

"I felt that as I had started the racket I had better see it to a conclusion. I was for setting sail and waging war with my two axes and a revolver butt, but Mr. Duncan disagreed. We could have rammed them then," said Mr. Hurst.

Misfortune continued to dog the plucky officers. Twice the mast was smashed. They were just rigging it up for the third time when the Norwegian boat hove in sight.

The "Radensfjell" handed over the party to H.M.S. "Verity" (a British destroyer) which brought them back to Hong Kong.

Mr. Hurst has a unique souvenir of his experiences in the shape of an empty revolver and about ten rounds of ammunition which were taken from a dead pirate and which did not fit his weapon.

Bias Bay Gang.

In conversation with Mr. Luk, it was definitely established that the pirates spoke the Swatow dialect, indicating that they were from the Swatow and Shanhai districts, in which Bias Bay is situated.

Mr. Luk (wireless operator) says that they spoke Cantonese (Punti) like natives. But when they conversed and by their general appearance, he was positive that they were Hoklos.

Mr. Duncan, who also speaks Chinese, heard the pirates speak in Cantonese, and he understood what they said.

Mr. Hurst was ignorant of the words that passed as he does not speak Chinese.

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"As a matter of fact," Mr. Hurst admitted, "we hadn't a

practically the whole of the pirates have been accounted for. There still remains to be cleared up the mystery of the empty floating lifeboat located by aeroplane. It has not yet been established that this was one of the "Sunnings" boats but, if it was, it could only have contained the pirates who made off from the burning "Sunning" in the other boat (one was captured by the "Bluebell").

"Smoked Out."

How Pirates Left Burning "Sunning."

Further details regarding the pirated "Sunning" reveal that the fire which assumed such devastating and alarming proportions was not intended by the pirates as anything other than a measure to dislodge from the bridge the officers who had obtained the mastery over the pirates stationed there.

The pirates were equally as concerned as the officers over the rapidly "with" which the flames spread and, as one of the officers put it, to a "China Mail" representative, "it became a question as to who would be smoked out first, the pirates or ourselves."

Asked for Armistice.

The pirates appeared to have endeavoured to enter into an "armistice" with the officers in order that efforts might be combined to check the flames but there was "nothing doing" and, eventually, some of the pirates, recognising the hopelessness of their case, lowered the remaining boats and pushed off—in full view of the victorious officers remaining on the burning ship. The officers, however, were down to their last few rounds of ammunition and withheld fire.

In one of the boats containing pirates who had pushed off from the burning vessel were ten men and the entire "booty," consisting of jewellery and money stolen from the Asiatic passengers.

Booty Recaptured.

This was the boat which was captured by H.M.S. "Bluebell" with the "booty intact" and nine pirates—one having jumped overboard and been drowned when the boat from the British warship approached to make the arrest.

The man drowned is believed to be the pirate chief—a man who is spoken of by the officers as having the appearance and manners of one educated in Europe or America.

Ten Only Escape?

Together with the "Bluebell's" capture, the eleven pirates shot by the officers and thirteen ironed and placed under arrest yesterday on the ship's arrival, thirty-three of the pirates have been accounted for. It is thought that not more than ten escaped.

Officers' Plan.

How They Obtained Confidence of Pirates.

During the period in which the pirates had possession of the ship, they appear to have had little thought of combined action being taken against them by the officers. They talked freely to the officers and confided to them that the piracy had been planned for some considerable time and they had sunk "thousands of dollars" in the venture, paying for passengers to travel by the ships to find out particulars and incurring expenditure in other directions.

The officers, with a view to lulling suspicion, mixed freely with the pirates who treated them and their belongings with the utmost respect, nothing being taken.

No Bullion.

The pirates were under the impression that the "Sunning" was carrying bullion on the trip. It in this they were mistaken. The "Sunning" had carried bullion on her last trip and was scheduled to carry a little on this trip also but actually there was none on board at the time of the piracy.

Further confidences made to the officers by the pirates comprised the assertion that they were members of a band, some thousand strong, which operated from the mainland. Having become detached from the army of a Chinese general, their only means of livelihood was by plunder.

Regaining Control.

Contrary to the first reports received, the first movement which resulted in the turning of the tables on the pirates originated from the bridge where two pirates were stationed as guards over the Captain and 2nd Officer. "Since having taken over control and directed a course to be steered for Bias Bay, the pirates were extremely anxious to sight the lights of Chiáng Ploint. They knew nothing of navigation and were not free from the suspicion that they might be taken to Hong Kong."

With the Lights of Chiáng Ploint.

With the lights of Chiáng Ploint, south of which they had directed the ship to be turned towards the Bay, they were familiar.

(Continued on Page 7.)

"SUNNING" EXPLOIT.

(Continued from Page 6.)

It was on their anxiety to distinguish these lights that advantage was taken by the 2nd Officer and Captain to make the first blow for the reassertion of control by the officers.

Tables Turned.**Officers Overpower Pirates on Bridge.**

Shortly before midnight, eight hours after the pirates had assumed control, the 2nd Officer suddenly pointed to distant lights and called to the pirates covering him with their revolvers. "There are the lights of Chikang Point," turning to look, the pirates were momentarily off their guard and the 2nd Officer seized the opportunity of hitting both on the head with a deep-sea sounding lead. The two officers, in possession of the revolvers of the two pirates in question, had a commanding position from the bridge.

Of the subsequent happenings—the defence of the bridge throughout the night against onslaughts by the pirates in the course of which eleven were shot dead; the unsuccessful ruse of the pirates to regain possession of the bridge by pushing the Chief Engineer in front of them; the joining of the Captain and 2nd Officer on the bridge by the Mate and other officers who were pulled up through a skylight from the room in which they have been locked when the pirates first gained control—of this, and much else, little other than the barest details are obtainable from the officers who participated.

Gallant Conduct.

In spite of the reluctance of the officers to detail the parts which each played in this epic of the sea, the story already published bears tribute to their gallant conduct throughout a night, whence danger threatened from almost every quarter. It might be added that communication between the officers on the bridge and those mentioned yesterday as having been locked in and guarded by pirates in the Mate's room was restored through the lulling of the suspicions of the pirates by the friendly attitude of the officers.

Suspicion Lulled.

After the ship had been in the possession of the pirates for some six or seven hours and, knowing the officers to be unarmed, the pirates allowed them to go to the saloon and it was here, that on the action being taken by the officers on the bridge, the officers below joined them by breaking a skylight and being pulled above whilst the guards below hastened to find out what the shooting was about. The officers were preceded by the Russian lady passenger who was hoisted first on to the bridge.

No Armistice.**Pirates' Request Refused By Officers.**

To the danger from lurking foes was added that of fire, the pirates lighting large quantities of waste under the bridge in the hope that the officers would be smoked out. The set of the wind was against the object, however, and the pirates themselves were in imminent danger from the flames which spread to the quarter where they had taken up their stand.

The officers on the bridge, strengthened by those who had joined them below through the searchlight, were in a strong position and, recognising the helplessness of their case, the pirates endeavoured to treat with the officers through Mr. Lapsley, the European passenger who is still unaccounted for—having, it is believed, been taken away by the pirates.

The pirates indicated their willingness to cease hostilities if the officers would give up their arms and combine in endeavouring to get the flames under. The overtures were ignored and the pirates then left the ship, as already detailed. This was about 4 a.m.

Passengers' Safety.

It was subsequent to the departure of the two boat loads of pirates that the two officers and wireless operator left the ship in the remaining boat with the Russian lady passenger, the fire being at its worst at the time and the action being taken as a result of a consultation between the officers who deemed it the most advisable course. The boat was being threatened by the flames and the opportunity to place the lady passenger in safety might not have arisen again. It was also intended to place on board the Chinese lady passengers, but the half-burned paintwork parted and the boat drifted away.

"Sheep" And "Goats."

The subsequent events consisted of the arrival on the scene in

the early hours of Tuesday morning of the "Kaiyo Maru," the first to wireless the report which was picked up by H.M.S. "Bluebell," the standing-by of the "Kaiyo" and "Suiyang," the quelling of the flames and the boarding of the victimised vessel by an armed party from the "Bluebell" which sorted out the sheep from the goats and put the suspected pirates into irons (they were met in some cases with resistance and had to use force).

A "Mystery" Ship.

In connection with the arrival of the "Kaiyo Maru" and other vessels which stood-by, the officers of the "Sunning" report that prior to the arrival of the Japanese vessel, a ship loomed up about three miles away at a time when the ship was blazing and the officers still engaged in defending the bridge against the pirates. This was the hour before dawn. To their astonishment and bitter disappointment, the "mystery vessel," after heaving to at the sight of the blazing "Sunning," from which frantic signals of distress were made, proceeded on its course, leaving the stricken ship burning and burning in the heavy seas.

The tug from Taikoo arrived on the scene at 9:20 p.m. on Tuesday night and within three quarters of an hour was able to hitch up securely and get under way. The tug averaged 7 knots an hour on her way to Hong Kong, a remarkable achievement considering the high seas running and the heavy burden.

Five Thrown Overboard.

Among the Chinese crew, there were but minor casualties, a few having received superficial wounds in pluckily resisting the pirates. Five members of the comrade's staff are said to have been thrown overboard, this being due to their loyalty to the No. 1 comrade whom the pirates are reported to have been desirous of securing for the purpose of holding him to ransom.

Comrade's Escape.

At the first sign of trouble, the comrade, having blackened his face with oil and coal dust, joined with the members of the crew and escaped observation. Enquiries by the pirates among the comrade's staff and crew, and threats used towards the bosun failed to elicit information as to his whereabouts and the pirates had to be satisfied with leaving the ship without having secured him.

One Annamite (third class) passenger is also stated to be missing. It is stated by other passengers that he was thrown overboard by the pirates for resisting search.

Grim Relics.**Charred Bones of Pirates on "Sunning."**

On the arrival of the "Sunning" off Taikoo and the boarding by officials, grim relics of the fight and conflagration were still to be observed among the charred beams and woodwork, twisted bars and other remnants of what had been the bridge and amidst accommodation of the officers and passengers.

The height to which the flames rose when the fire was at its worst could be gauged by the funnel, marks of scorching and blackening extending half way up its length. Forward and aft there remained little signs of the conflagration, the fire merely having blackened and scorched the derricks lying across the hatches.

Lying on the remains of a skylight was a heap of charred bones, all that was left of a pirate who had fallen when shot from the bridge and been unable to move when the flames reached the spot where he had fallen.

Yet another gruesome sight in the bunk of what had been a cabin was that of the charred remains of a pirate who, apparently having been wounded, had dragged himself to what he considered a place of safety—only to find himself trapped and unable to move when the fire broke out at the instance of his fellow conspirators.

Scenes on Arrival.

On the arrival aboard of the Police and other officials, several of the arrested men, stated to have participated in the combined attack of the pirates, were sent off under Police supervision, all being manacled. Others, one of whom is thought to be mortally wounded and two bearing marks of severe head wounds, were taken off for medical attention. The corpses of the pirates who were shot dead were also taken away by launch.

Each of the remaining passengers was closely examined by Police officials before being allowed to leave the ship, statements being taken from each and some being detained pending a satisfactory explanation.

State of Officers.

There remained but four of the officers aboard, when the "Sunning" anchored off Taikoo yesterday, these being the skipper, Capt.

J. Pringle, the Chief Officer, T. Beatty, the Second Engineer, W. Orr, and the wounded Chief Engineer, G. Cormack.

Mr. Cormack was taken ashore and removed by ambulance. Although wounded in the chest and thigh he was cheerful and able to converse freely.

Loss By Fire.**Personal Effects And Mail Bags Burnt.**

The other officers on board, apart from the marks their uniforms bore of their struggle with the flames, and their unshaven appearance, bore few signs of the terrific strain through which they had passed. The flames had not left a vestige of their equipment, papers and personal effects, or of those of the two European passengers. "We have nothing other than we stand up in," said one officer whose uniform had been so badly burned that he had discarded it for a sweater.

Taken To Swatow.

The 2nd Officer and Third Engineer, Messrs. J. W. Hurst and A. Duncan respectively, the only other European officers not already mentioned, were those picked up by the Norwegian vessel which stood by, and later conveyed them northwards, together with Mrs. A. Prokofers. They were the officers who were lowered into the one remaining boat for the purpose of ensuring the safety of the lady passenger. The Norwegian vessel landed them at Swatow.

In addition to the personal effects lost, two mail bags were burned. These were despatched from Amoy for Hong Kong and Canton. The bulk of the mail carried was from Shanghai and this was untouched, together with the cargo.

Cargo And Engines Untouched. This was due to the fire being entirely confined to midships, the most remarkable thing striking the observer being the suddenness with which all traces of the fire ceased on either side. The cargo engine room and other parts of the ship were entirely unaffected. The "Sunning" could, in fact, have come to Hong Kong without tow had it not been for the fact that, having lost steam, she could not get it up again.

TOLD TO WORLD.**Rugby's Wireless Version of "Sunning" Affair.**

The following version of the "Sunning" piracy is interesting in that it is the "official" story, as given out to the world through the agency of the British Wireless Service.

It contains many inaccuracies, however. No "hostages" were taken by the pirates, the officers and passenger picked up in a lifeboat having left the ship when the fire was at its height. The ship's engines were not disabled by the pirates. The vessel was merely unable to raise steam. The message is as follows:—

Rugby, Nov. 17.

A serious case of piracy has occurred on the British steamer "Sunning," a 2,555 tonnage belonging to the China Navigation Company, Chinese pirates, masquerading as passengers, having attempted to seize the vessel on her voyage from Shanghai to Hong Kong.

The ship's officers put up a determined resistance, one being wounded. The pirate, after setting fire to the ship, left in boats, taking with them Europeans, including two women as hostages. Reports state that the attack occurred early yesterday morning, the ship's engines and wireless being disabled.

A heavy sea was running. A Japanese vessel sighted the helpless and burning vessel and wireless for assistance. The British destroyer "Bluebell" raced to the scene and, despite the extremely rough weather conditions, boarded the "Sunning," arrested several pirates still aboard and subdued the fire.

Other vessels also approached and leaving them to tow the "Sunning," the "Bluebell" began to search for pirates, discovering a boatload. Other British naval vessels and seaplanes joined in the search later finding an empty lifeboat. The Norwegian steamer "Ravenshell" picked up a boat containing three officers and one European woman.

RIGID SEARCH.**Chinese Views on Travelling Dangers.**

Chinese opinion in Hong Kong is unanimous that rigid search is necessary at all ports of call on river and/or coastal boats bound for Hong Kong.

At the same time, the local authorities are praised for their vigilance in having scared away

pirate gangs from Hong Kong so that they must ship at other places. Criticism of the alleged unwarranted rigour exercised by searchers on Hong Kong wharves has considerably moderated. Sympathy is expressed with the officers, crew and passengers of the "Sunning" for their terrible ordeal, but they are thought lucky for not having had to abandon the ship in the confusion of the night when beset by flames as was the case with the "Tai On."

Navy & Blas Bay. Chinese engaged in the shipping trade are still against suggestions to segregate native passengers while under way on account of possible dangers at sea and making too many innocent suffer for the sins of the few.

The principal of a firm of Shanghai merchants in Hong Kong said: "It is impossible at present to expect our (the Chinese) Navy to perfect a system of patrols or convoys which foreign warships are put to considerable trouble in maintaining over even a small area."

"Every gang has been traced to Blas Bay except the outlaws on the West and East Rivers (of Kwangtung) who are also bandits and robbers and these are scattered over hills in the adjoining territory."

Novel Chinese Solution. "Blas Bay will provide the solution. A precedent exists, as extradition treaties are provided to help friendly nations in arresting prisoners. Therefore the only cure is for the Nationalist Government to provide the troops and to ask for the co-operation of foreign Navies in a campaign at Blas Bay."

"The object, however, should be solely the hunting down of the pirate gangs, and not the bombardment of the vicinity at random. After that the local military commanders could hold the elders and headmen of each community responsible for their respective clans not having any pirates, at home or abroad. Severe penalties for clansmen would have sufficient deterrent effect on the erring brethren, or the others would see to it that the offenders were delivered to justice."

Risk Preferred to Expense. "This practice was followed with conspicuous success in the latter years of the Manchu dynasty, when Kwangtung was free from robber bands."

A former comrade on a Jardine boat in North China said he very much doubted if the killing and arrest of part of one gang would serve as a lesson to others. His experience of pirates was that they did things on a very businesslike scale and took the expense (including purchase of passages, possible loss of their weapons) as being more important than the risk entailed.

JAPAN SENDING CRUISER.**Tokyo, Nov. 17.**

Owing to the request of Japanese business men at Canton the Navy Office has decided to employ a warship on permanent guard against Chinese pirates.

It is understood that the cruiser "Tsuishima" is being despatched, but later the gunboat "Uji," which is undergoing repairs, will relieve her.—Reuters.

WARSHIPS RETURN.

H.M.S. "Vindictive" and H.M.S. "Despatch," which were sent to the scene on news of the piracy being received in Hong Kong on Tuesday, returned to port yesterday afternoon.

The nine pirates captured in one of the "Sunning's" lifeboats by H.M.S. "Bluebell" were brought to Hong Kong and handed over to the Police officials.

Planes from the "Hermes" have been keeping the vicinity of the piracy under observation but no further captures or the sighting of any further lifeboats are reported.

MR. HO KOM-TONG.**STARTS AS RACE-PONY OWNER.****FIRST GRIFFIN ARRIVES.**

Yesterday the first China pony griffin arrived in Hong Kong from the North, for Ho Kom-tong, the well-known Chinese resident and Corps Superintendent of St. John Ambulance Brigade.

Mr. Ho intends to enter a string of new ponies in the 1927 Hong Kong Derby to be run next spring and he has also subscribed for a number of subscription griffins of the Hong Kong Jockey Club.

As a race-goer, Mr. Ho has already been very popular with the officials, owners, jockeys and even the humble mafio.

His advent in local racing circles—it being the first occasion on which Chinese will figure as owners—will be hailed with delight by his many friends.

CANTON ADVANCE.**Questions in House of Commons.****BRITISH RESIDENTS SAFE.****Mid-China Conditions Still Uncertain.**

London, Nov. 17. In the House of Commons, to-day, in answer to questions, the Secretary of State for Foreign Affairs, Sir Austen Chamberlain, said that the advance of the southern forces in Central China did not appear to have adversely affected the personal security of British residents or to have involved any serious danger to British property, though inevitably there had been some disturbance to British establishments in the army zone.

The anti-British agitation in Szechuan had led to the destruction of some British property at Chungking, and it had been considered advisable for the women and children to leave that port.

Conditions in mid-China were still uncertain, and it would be premature to pass judgment. Questioned as regards the "Sunning" incident, Sir Austen Chamberlain asked for notice of the question. He also requested notice of the question whether he could assure the House that there was a sufficient naval force at Hankow to ensure the safety of British residents there in case of need.—Reuters.

Recognition?

London, Nov. 17. In an article in the "Financial News" on the Chinese crisis, Mr. Hilton Young says, the establishment of the rule of Southern Nationalists throughout China, which recent events have made by no means improbable, would result in a vast area inhabited by nearly one fifth of the world's population erecting between itself and the rest of the world the same impenetrable barrier of suspicion, distrust and dislike at present isolating Russia, and thus the basis of credit would be destroyed and international trade would languish.

He says that recent events in Java show how infectious Moscow's propaganda is among an ignorant Oriental population, and opines that Britain's best policy is to approach the Canton Government, giving it some qualified form of recognition, and seek to guide it away from the path of repudiation, so ruinous to China herself.—Reuters.

Belgium's Treaty.

Peking, Nov. 17. The Foreign Office hitherto has not replied to the Belgian Legation concerning the proposal to submit the question of treaty abrogation to the Hague, but certain Chinese and foreign papers to-day state that preparations are being made for an anti-Belgian boycott if Belgium does so.—Reuters.

Senator Borah's View.

Washington, Nov. 17. Senator Borah in the course of an address to Jewish women said the present turmoil in China furnished the acid test of the world peace programme.

He opined the real trouble in China was nationalism coming into contact with imperialism. "Any nation which adopted a policy of forcible intervention, there will become the assassin of justice in the Orient,"—Reuters' American Service.

FURTHER PROGRESS.**IMPERIAL CONFERENCE WORK.**

Rugby, Nov. 17. It now seems probable that the Imperial Conference will be brought to a close by the evening of Tuesday next.

Good progress has been made with the work before the committees of the Conference, and most of them will have completed their tasks of the end of the week.

Several of the committees' reports will be considered at to-morrow's plenary session, and these will include the report on production and exhibition with the Empire of films of Empire origin, which was approved by the economic committee to-day.—British Wireless Service.

BRITAIN & EGYPT.

Rugby, Nov. 17. Sir Austen Chamberlain, the Foreign Secretary, was asked in the House of Commons to-day if he could make any statement regarding the policy of His Majesty's Government in Egypt arising from conversations with the Egyptian Foreign Minister during his recent visit to this country.

He replied that no decisions were taken or sought at the meeting. He had, however, taken the opportunity of assuring His Excellency of the British Government's desire to co-operate with the Egyptian Government, and he had received His Excellency's assurances that the Egyptian Government shared that desire.—British Wireless Service.

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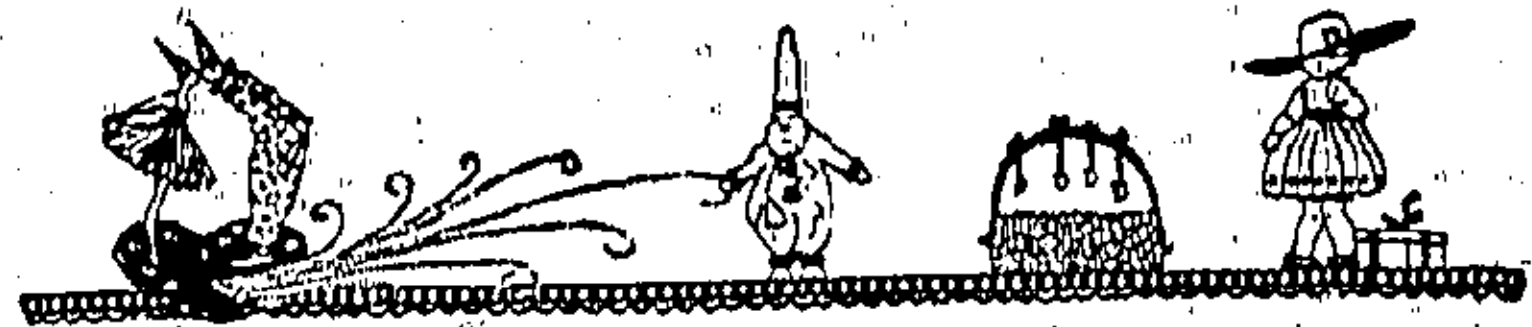
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LOCAL AND GENERAL NEWS.

Among the passengers departing by the "Antenor" yesterday were Mr. and Mrs. G. G. Wood, Mr. A. M. Thompson, Mr. E. B. Toeg.

German unemployment in the second half of September decreased by 88,000 to 386,000; on October 14 there were 1,572,700 unemployed in Great Britain—44,949 more than a week before.

Mr. F. A. Crampton, of Canton, Christian College, went north by the "Shinyo Maru." Mrs. C. T. Wang was a passenger on the same boat; also Mr. N. B. Karanjia, Mr. J. M. Ramsay of Kowloon Dock, and Mr. E. Mackay.

Motorists will welcome the opening of the new portion of Nathan Road, Kowloon, just near the Po Hing Theatre. A difficult bend has now been straightened, thus making Kowloon's main thoroughfare a straight road of over two miles in length.

The Canton telephone office has ordered 4,000 automatic telephones from America. The central for these new phones is to be installed in Sai Kua Yuen at the junction of the Fung Ning and Wai Fook Roads. It is expected that the focus for telephones in the city will be increased some time this month.

Recently a number of accidents have occurred in France to persons tampering with shells retained as relics of the war. At Hardelet five persons were trying to unload a shell when it exploded, killing two and wounding one. Two others were seriously wounded at Holm, and one was killed near Saint Quentin in similar accidents.

Traffic congestion is costing the United States approximately \$10,500,000 a day, the American Road Builders' Association estimated on a survey of traffic conditions throughout the United States. "The enormous cost of congested traffic is the result of inadequate facilities in and near the thickly settled communities," the association declared. "The situation demands immediate widening of highly travelled streets and highways throughout the nation."

On Wednesday one Chinese case of enteric fever (typhoid) was reported from the central district.

"I tell you it can't be done," said Mr. Lindsell, at the Central Magistracy this morning, to a woman charged with allowing her son to use her hawk's licence.—\$3.

The League of Nations Budget will be divided into 1,015 units. The British Empire will account for 258 units, or just over one-quarter of the total. Japan has 60, and China 48.

Many of the prints in the seventh annual exhibition of the Colour Woodcut Society are in the Japanese manner, and some even have Japanese letters on them, which seems unnecessary.

"If you have a brake and do not use it, you must expect to be brought here. It will cost you \$10," said Mr. Lindsell at the Central Magistracy this morning when a Chinese was charged with dangerous driving.

A Chinese caught picking flowers, the property of the Government, was charged with that offence by the Forestry Department in Mr. Lindsell's Court this morning. His Worship imposed a fine of \$5 or 7 days.

A coolie employed in connection with the reconstruction of the old Lane Crawford building in Lee House Street fell from a scaffold yesterday afternoon, sustaining severe injuries which necessitated his admission to the Government Civil Hospital.

The inquiry into the deaths of the two Chinese pedestrians who were electrocuted in Shanghai Street, Kowloon, on the morning of the last typhoon was again adjourned by Mr. J. H. B. Nicholl, sitting as Coroner, at the Kowloon Magistracy yesterday afternoon.

Thousands of letters, in nine languages, with addresses ranging from China to Peru, have been despatched from London inviting buyers to next year's British Industries Fair. Among the countries to which invitations have been sent are China, the Philippines, Siam, and Japan.

American and British philatelists, meeting in New York, have agreed not to revive the former argument about the Stamp Act.

The P. and O. Company are advised that the outward English mail steamer "Malwa," due to arrive here on December 10, left Marseilles 17 hours late owing to a strike at the port. It is anticipated that she will make up this deficiency.

The "Daily Mail" understands that during his conversation on Oct. 11 at the Foreign Office with Sir Austen Chamberlain, M. Krasin, the Bolshevik Charge d'Affaires, was told that if he sought a loan in the City it would be necessary to consider the repayment of former debts, and also to consider the cessation of action against British trade in the Far East.

Dr. L. Berezeller, of the Vienna Physiological Institute, is reported to have produced a flour from the soya bean which has an immense value as a foodstuff, and contains the only plant albumen which is equal in value to the expensive animal albumen. Through adding five per cent. of soya to bread, the food value is increased considerably. Soya bread is said to be much more attractive than ordinary bread, and remains "new" much longer. "It is calculated that by using soya flour Austria might save five and a half million pounds a year."

Mr. J. A. Stenbridge, of Leeds, President of the Federation of Master Printers, speaking at a gathering of the Home Counties Alliance at Hastings, expressed the view that it could seriously be said that Britain was suffering from too much golf and very long week-ends on the part of the employers, and too much football on the part of the workers. "It was essential to perfect the economical lay-out of buildings and departments and to make the fullest possible use of improved machinery; but, when all was done on the mechanical side, there still remained something more to maintain and increase pride in craftsmanship."

SOCIAL AND PERSONAL NEWS.

Viscountess Inchcape, who has been taking a rest cure at Glenapp Castle, during the past two months, is much better, although still confined to her room.

Mr. R. Baker, formerly of the Kowloon-Canton Railway and latterly Port Engineer (whose department has now been re-incorporated with the P.W.D.) will be back from Home leave shortly as he has booked to sail from London on December 31 by the P. and O. "Mantua" with Mrs. Baker.

A well-known local hockey forward in Mr. W. Woodward of the Public Works Department who has been away on leave is due to sail from London on December 3 on the "Mores," with Mrs. Woodward and their child, to return for another period of service and, it is hoped, play with the Hong Kong Hockey Club.

Mr. J. W. Stephenson, on October 18, succeeded Mr. C. A. V. Bowra (retired) as Resident Secretary in London of the Chinese Maritime Customs Service. Mr. Stephenson joined the Service in 1899, became a Commissioner in 1922, and succeeded Mr. Bowra as Chief Secretary at Peking in 1924. He was officiating Inspector-General at Peking last year.

The King has approved of the following:—Mr. Katsujiro Tamaki as Consul of Japan at Bombay; Señor Don Francisco Bonachea y Romero as Consul of Cuba at Hong Kong; Mr. E. Gottlieb as Consul of the United States of America at Singapore; Mr. A. P. Cameron as Consul of Peru at Singapore; and Mr. S. G. Ehling as Vice-Consul of the United States of America at Penang, Straits Settlements.

H.E. the Governor and Lady Clements gave a dance at the Government House last night in honour of the Interport cricketers. There were about 350 guests present and music was provided by the Lyric Orchestra. In addition to the members of the two cricket teams, there were also present members of the Council, Government officials, and leading residents of the Colony. Government House was attractively decorated, the ball room presenting a picturesque appearance with lights encased in Chinese flower-basket lanterns of varied colours.

Mr. S. B. Carr, assistant manager of the Ford Motor Company of Japan, died at St. Luke's International Hospital, Nagasaki.

Marshal Sun Chuan-fang's wife and eight of her bodyguard left Shanghai North Station for Nanking at 7.55 p.m. on November 7.

Dr. V. K. Ting, Director of Woosung-Shanghai Special Administration Area, returned to Shanghai from Hangchow at noon on November 7, and left for Nanking at 4.30 p.m. the same day.

The Harbin Municipal Council newly organised was to be formally called to the first meeting on November 1. Mr. Chu Chen, Chief of the Municipal Administration, was believed to be the new Mayor.

Mr. D. E. Clark (of Messrs. John D. Humphreys and Son) is one of the passengers due to leave London on December 31 by the "Mantua," returning to the Colony from Home leave.

Sir Charles A. Bell, K.C.I.E., C.M.G., is to read a paper on "The Tibetan Countryside" before the Royal Society of Arts on a date to be fixed after Christmas.

The Hon. Lucius Cary, Master of Falkland, who was married last month to Miss Joan Southey, Lady Newborough's niece, had to make a choice between his business career and his bride. On leaving Eton he entered the Eastern Department of the Asiatic Petroleum Co. The firm have a rule that none of their employees shall marry until they have served for four or five years. It is considered undesirable that men sent to China should have the responsibility of a wife.

Dr. W. A. Rogers, J.P., who left for England with his wife and family about two years ago, returned to Colombo on October 21, by the s.s. "Chantilly." It will be remembered that Dr. Rogers' daughter was one of the young debutantes presented at the Court of Their Majesties The King and Queen in June last. Mr. Victor Rogers, Dr. Rogers' second son, who was called to the Bar last year, accompanied his father and will practice his profession in Ceylon. Mr. Dr. Rogers will proceed to the Malay States and Sumatra to inspect his oil and tin interests there.

Among papers arranged for the session of the Royal Geographical Society is one for December 6, "The People of the Tsangpo Gorge," by Earl Cawder.

Viscount Inchcape and the Hon. Elsie Mackay gave a luncheon party at 4, Seamore Place, on October 13, to meet Sir Alan and Lady Cobham. Viscountess Inchcape was unfortunately unable to be present.

Sir James B. Brunyate, K.C.S.I., C.I.E., spoke on "The Report of the Indian Currency Commission" at the Royal Society of Arts on November 12, at 8 p.m. Sir James was Joint Secretary to the Government of India Finance Department, and was a member of the International Opium Commission at Shanghai in 1909. His brother, Sir William Brunyate, was Vice-Chancellor of the University of Hong Kong until recently.

Lieut. Colonel Cecil L'Estrange Malone, R.A.F., who has recently returned from China, is associated with Rear-Admiral M. F. Suter in a claim now being heard before the Royal Commission on Awards to Inventors in respect of torpedo-carrying seaplanes. It was stated in evidence on October 18 that three enemy ships were sunk at the Dardanelles by eight torpedoes carried by seaplanes on which the invention was used. The seaplanes were under the command of Lieut. L'Estrange Malone.

Prince Chichibu was first of the list of Freshmen at Magdalen College, Oxford, and went into residence on October 14. This only formally observed was that the prince was welcomed by the president, Sir Herbert Warren. It is said that Prince Chichibu intends, while at Oxford, to follow the example set by Prince Olaf, and to become a rowing man. He is a lover of the open air, athletic and well set-up, and he has no fear of the rigours of an English winter. Despite the fact that the weather has been wet and chilly since his arrival at Magdalen, he has refused each day to allow a fire to be lit in his sitting-room until the evening. Prince Chichibu has his own English valet, who shares the task of looking after him, with his college "sout."

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SPORTS SECTION

LOOKING BACK.

Why Shanghai Went Mad Yesterday.

BOGEY OF H.K. SUPREMACY.

Interport Cricket Millennium Arrives.

(By W.P.C.)

Shanghai was over the moon yesterday with justifiable pride. About 2.45 p.m. a gallant band of thirteen celebrated the victory. An hour or two afterwards—so I was informed by cable (confirmed later by wireless)—there was a drought at several of Shanghai's clubs, on receipt of the news.

I refer not so much to the winning back of the Ashes, the corpse or whatever it is called, but rather to the laying of a bogey that had been troubling experts during the last week.

Irreparable Damage.

That bogey was Hong Kong's cricket supremacy—the feeling, foolish but understandable, that the enemy having thrice relaxed their grip, we were bound to come out on top.

Messrs. Barrett and Co. did irreparable damage to that idea yesterday. And the most valiant of them all was a tall strapping chap by name of Isaacs.

In several ways. Wednesday, November 17, must be counted one of the most memorable days in the history of Interport cricket. It was the greatest day for Shanghai cricket, not because they beat us again, but by reason of the manner in which they accomplished that feat on foreign soil.

Throughout the match we have had one piece of luck—the winning of the toss—and of this we made little or no profit. Or should the item really be debited to the other side of the account?

After that we had to fight against that powerful but indefinable element known out here as "joss," for the victory on Tuesday practically put paid to all our hopes and chances. But we fought very well and were not in the least disgraced.

When Shanghai went in to get 111 to win, most of us fancied their chances. Then began a couple of hours' amazing cricket with thrills aplenty.

Cold Shiver.

Bowler's snorter which sent back Donald Leach keyed us up instantly to a pitch of expectancy.

One sensed instinctively that things were "going to hum." The Press box was warm enough but I had to walk up and down to shake off the cold down my back.

Things did happen. Again Bowker obliged, beating Dr. O'Hara to the wide.

But there was Captain Barrett, that much-to-be-dreaded leader of a terrible foe—the quick-scoring batsman in the new role of purifier-together of a crumbling side, immovable, imperturbable, patient and with a defence guaranteed to wear out several cricket balls and break most bowlers' hearts.

He, too, the ever-energetic, lion-hearted fast bowler dismissed.

And the crowd began to grow a trifle hoarse with shouting, the excitement decreasing in the same ratio.

As in a beautiful dream once again we saw our gallant men retrieving their fortunes.

Ten Little Nigger Boys.

Instead of shutting our eyes to the awful predicament of Shanghai sticking in all day, there came before us visions of the episode of the ten little nigger boys.

After Leach's dismissal, it was something of a procession, if a dramatic one.

There was another tall chap (from Kowloon, I believe) who carried on the good work. His name is Goodwin. From bowling at first, when he relieved Reed, to keep down runs, he set out to bowl his men. He provided just that much wanted foil to a fast bowler, despatching Goldman back in ample time for lunch.

But all this did not lead to the logical climax. A climax it was, but more of the "anti" variety.

How Hong Kong cheered when each stroke brought Shanghai nearer to laying their craving hands on those rather mouldy Ashes—mouldy through having suffered three successive defeats at our hands, of which two decisions were gained on their own ground.

Appended are the full scores. To-morrow, I hope to be able to give a few notes on the individuals, particularly those on the losing side.

Grabbed the China Urn.

Not even Mr. G. M. Billings, if he were here, (his team won in Hong Kong in 1922 by 2 wickets) could have grabbed the China Urn more heroically.

Firstly there was that fair-haired man named Mansel-Smith. From 59 he helped the total along to 98. Bowker robbed him of the joy of being in at the kill but he deserved all the cheering he got.

Then came Barnes, not expected to make runs, and of him devolved the terrible responsibility of sticking in long enough for the other man to make 18 runs for victory.

The Hong Kong crowd applauded his every stroke. They clapped when he hung on till the end of an over so that the other man had the bowling. They roared when he quickly stole a single to accomplish the same purpose. And he was the first man to congratulate his colleague when the tension was over. Signs of relief went up simultaneously from the most prejudiced Hong Kong supporters.

Was His Name Isaacs?

That "other man," who was played for his bowling and incidentally ranked No. 10 in a not too imposing list of batsmen—or perhaps, I had better call him Isaacs—may not have been a model of elegance but he achieved his purpose.

Stout-heartedness did the trick. More than anybody else of the two eleven—sloggers, batsmen—pure and simple, stonewallers and non-scorers included—did he belabour the bowling. Using

INTERPORT CONCERT.

Ladies are cordially invited to attend the Smoking Concert to be held on the Hong Kong Cricket Club's ground at 9.30 to-morrow night.

the long handle as often as he could within reason, he once more gave an example of the old adage of getting at the bowler before the bowler got at him. He is not easy nor beautiful of action as a batsman or as a hitter. I don't remember how many overs he did not send down nor how many wickets he should have taken but did not because his bowling did not come off.

I Discover A Secret.

I will let you into the secret, Shanghai played him as a dark horse batsman and his sponsors must be rather jolly to feel that their surprise packet defeated their old adversaries and proved a hero.

It was hard lines on Tam Pearce, but he has his memorable match of 1923 (when we won at Shanghai) and he made all the runs and was captain to look back to.

Would the result have been different if Dick Hancock had played? You cannot say yourself. But may you lead another Hong Kong team to win back those much-wanted Ashes. Then may you beat the weather and other foes for another twenty years or so in which to see that you will still play—and will keep those Ashes too. After that you can hand over to Tam Pearce for another twenty years.

Babel of Experts.

The Millennium turned up for Shanghai yesterday. Shanghai have wiped out the old scores of three defeats, got their own back for the grievance of being told that Hong Kong would lick them, made up for losing the loss and finally triumphed after relaxing the upper hand three times.

But it was a splendid match throughout, played in the only way the word "cricket" is meant, and better cannot be wished for.

One word more as to the babel of prophets who predicted a victory for Shanghai. Last Friday I had the temerity to say: "Hong Kong should win but there is more than a possibility of Shanghai's bowlers giving the home batsmen a bad time and then winning in a comparatively low scoring match."

Appended are the full scores. To-morrow, I hope to be able to give a few notes on the individuals, particularly those on the losing side.

Hong Kong—1st Innings.

A. W. Hayward, c Leach, b Isaacs 9
A. W. Ramsay, c Barnes, b Isaacs 2
H. Owen Hughes, c Dr. Morris, b Mansel-Smith 1
Capt. E. W. Morris, c & b Leach 25
T. E. Pearce, c Leach, b Mansel-Smith 74

Smith 74
Capt. A. G. Dobbie, c Leach, b O'Hara 11
Major L. J. Lightfoot, c Divecha, b O'Hara 29
H. V. Parker, c Divecha, b O'Hara 8
F. Goodwin, b O'Hara 4
A. C. I. Bowker, lb.w., b Leach 11
E. B. Reed, not out 0
Extras 0

Total 174
Fall of wickets: 1 for 3, 2 for 12, 3 for 12, 4 for 36, 5 for 35, 6 for 131, 7 for 145, 8 for 153, 9 for 165, 10 for 174.

BOWLING ANALYSIS.
O. M. R. W.
Isaacs 7 0 26 2
Mansel-Smith 11 1 40 2
O'Hara 19.3 6 58 4
Leach 19 4 40 2
Divecha 3 0 10 0

Shanghai—1st Innings.
Dr. H. H. Morris, c Pearce, b Bowker 1
M. J. Divecha, c Owen Hughes, b Goodwin 13
Capt. E. L. M. Barrett, c Pearce, b Dobbie 45
D. W. Leach, b Dobbie 18
Dr. W. E. O'Hara, b Dobbie 19
D. C. Burn, c & b Dobbie 19
L. F. Stokes, c Capt. Morris, b Lightfoot 8
W. Mansel-Smith, run out 26
L. Goldman, c Reed, b Lightfoot 3
J. A. Isaacs, b Dobbie 16
E. G. Barnes, not out 0
Extras 13

Total 185
Fall of wickets: 1 for 2, 2 for 42, 3 for 81, 4 for 34, 5 for 113, 6 for 126, 7 for 146, 8 for 153, 9 for 163, 10 for 185.

BOWLING ANALYSIS.
O. M. R. W.
Reed 23 4 42 0
Bowker 11 5 26 1
Owen Hughes 7 2 12 0
Goodwin 7 1 13 1
Parker 1 0 1 0
Dobbie 19.5 2 50 5
Lightfoot 7 1 20 2

Hong Kong—2nd Innings.
A. W. Hayward, c Dr. Morris, b O'Hara 20
H. Owen Hughes, c Mansel-Smith, b O'Hara 21
Major L. J. Lightfoot, b O'Hara 0
Capt. E. W. Morris, b O'Hara 3
T. E. Pearce, b O'Hara 17
A. W. Ramsay, c Dr. Morris, b Leach 25
Capt. A. G. Dobbie, c Dr. Morris, b Leach 14
H. V. Parker, c Barnes, b Leach 14
F. Goodwin, b O'Hara 10
A. C. I. Bowker, b O'Hara 2
E. B. Reed, not out 3
Extras 4

Total 121
Fall of wickets: 1 for 33, 2 for 33, 3 for 42, 4 for 51, 5 for 73, 6 for 94, 7 for 98, 8 for 113, 9 for 118, 10 for 121.

BOWLING ANALYSIS.
O. M. R. W.
Isaacs 4 0 14 0
O'Hara 26.3 5 57 7
Leach 25 4 45 3
Mansel-Smith 2 1 0 0

Shanghai—2nd Innings.
D. W. Leach, b Bowker 19
M. J. Divecha, c Ramsay, b Goodwin 9
Dr. H. H. Morris, c Ramsay, b Goodwin 8
D. C. Burn, c Owen Hughes, b Goodwin 1
Capt. E. L. M. Barrett, lb.w., b Bowker 15
Dr. W. E. O'Hara, b Bowker 0
L. F. Stokes, b Goodwin 2
W. Mansel-Smith, b Bowker 13
L. Goldman, b Goodwin 0
J. A. Isaacs, not out 30
E. G. Barnes, not out 5
Extras 11

Total (for 9 wks.) 113
Fall of wickets: 1 for 16, 2 for 36, 3 for 36, 4 for 42, 5 for 43, 6 for 54, 7 for 54, 8 for 59, 9 for 93.

BOWLING ANALYSIS.
O. M. R. W.
Dobbie 6 0 13 0
Reed 2 1 5 0
Goodwin 18.3 8 39 5
Bowker 15 5 45 4

Umpires—Lt. Comdr. R. A. Yonge, R.N., and J. P. Robinson (Kowloon C.C.).
Scorers—F. Syme Thomson (Hong Kong) and B. W. Duthoit (Shanghai).

MONEY IN TENNIS.
Sydney, Nov. 17.
After participating in inter-State contests at Melbourne at the end of November and in matches in Sydney in December, the lawn tennis player, J. O. Anderson, becomes a professional—Reuter.

"WORLD" BOXING.
New York, Nov. 17.
A boxing match between Elly Clark and Fidel la Barba for the fly-weight championship of the world has been fixed for Jan. 21.—Reuter's American Service.

HOCKEY MATCH.
On the U.S.C.C. ground yesterday the Hong Kong Hockey Club lost to the Hong Kong and Singapore Royal Artillery by 1 goal to 3.

M.C.C. IN INDIA.

TATE & WYATT GET CENTURIES.

A DRAWN MATCH.

Calcutta, Nov. 7.
The match between the M.C.C. and a combined European-Indian team at Rawalpindi ended in a draw.

The home eleven batted first and made 195, to which Feroze Khan contributed 33.

Boyes took six wickets for 37 and Astill three for 39.
The tourists declared with 330 for four wickets. Tate made 103 and R. E. S. Wyatt 125 not out.
Going in again the Europeans and Indians had made 108 for three when stumps were drawn. That fine bat Feroze Khan again batted in bright style for 45 not out.

CORRESPONDENCE.

WANTED: OBITUARY ON H.K. CRICKET.

(To the Editor of the "China Mail.")

Sir—Will one or other of the many cricket scribes in Hong Kong oblige with an obituary on Hong Kong cricket which died suddenly yesterday? Memories should be perpetuated. I say on unhappy. What about that?

With apologies to "Sporting Times."

In spiteful remembrance of

HONG KONG CRICKET.

Which Died on Nov. 17, 1926.
Deeply Lamented by Shanghai.
(The rest of the tablet will be reserved for eulogies by those who should have played but didn't).

K.K.K.

Hong Kong, Nov. 18.

RACE MEETING.

HANDICAPS ALLOTTED FOR NOV. 27.

JOCKEY CLUB'S WEIGHTS.

Handicaps have been allotted for the 6th extra race meeting of the Hong Kong Jockey Club season, on Nov. 27, as follows:—

Glasgow Handicap—"B" class—six furlongs—Beldor Star 160 lbs.; Demon Boy 160, Tutix 160, Reynolds 158, Rayfield 156; Invader 155, Fireworks 154, Craigavad 152, Barley Grass 150, Arabian Parrot 148, Grey Streak 142, Rechabab 141, Blotting Paper 140.

Glasgow Handicap—"A" class—six furlongs—Home Call 164 lbs., The Regent 157, The Sand Piper 155, September 152, Rotheray 144, The Gomeril 144, Sunburst Rose 143, The Gnome 141, Loch Rannoch 138, John Smith 134.

[N.B.—If the top weight does not accept, all weights to be raised 7 lbs.]

Lanark Handicap—one mile—Attahay (late Fantastic Dahlia) 175 lbs., Home Call 167, Grey Knight 165, The Sand Piper 158, September 155, The Gezer 154, Dobbin 153, Ukelele 152, Rotheray 147, Sunburst Rose 146, The Gnome 144, Loch Rannoch 141, John Smith 137, Tutix 136, Beldor Star 132, Fireworks 130, Barley Grass 126, Arabian Parrot 124, Grey Streak 113.

MACAO SOCCER.
CHINESE TOURING TEAM'S SUCCESS.

The South China Athletic Association received an invitation from the A.D.M. and the Macao S.C.A.A. to visit Macao and play two football matches. South China beat the A.D.M. by 4 goals to nil and the Macao S.C.A.A. 5 goals to 1.

Both matches were played before a very big crowd of spectators, the visitors having an easy game. After the matches, a big silver cup was presented to Mr. Chan So, captain of the S.C.A.A. team.—Contributed.

"WORLD" BOXING.
New York, Nov. 17.
A boxing match between Elly Clark and Fidel la Barba for the fly-weight championship of the world has been fixed for Jan. 21.—Reuter's American Service.

HARBOUR OFFENCES.
At the Marine court this morning, the master of the water boat "Sun Kam No. 1" was fined \$10 for failing to observe the rules of the road. The masters of the steam launches "Shing On" and "Tai Fat" were each fined \$25 for attempting to leave port during prohibited hours without the permission of the Harbour Master. The master of the motor boat "Hop Wo Kan" was fined \$50 for allowing his boat to be under way without a certificate of competency, and the master of the steam launch "Kung Fung" was fined \$50 for failing to exhibit navigation lights.

FOR CHARITY.

CINEMA PERFORMANCES AT "WORLD."

WEDNESDAY AFTERNOON.

It is hoped that there will be a good attendance at special cinema performances to be given at the "World" on Wednesday afternoon (3.45 and 4.45) in aid of local charities.

The organisation which has arranged them is one which is interested in philanthropic work and takes the form of a Rotary club among prominent local Chinese, the interests represented being those of banking, commerce and the medical and educational world. Dr. Arthur Woo has keenly interested and actively associated himself with the movement, those interested in which assemble at luncheon weekly to discuss current problems.

The objects which are to benefit from Wednesday's performances, in connection with which the Hong Kong Amusements have kindly loaned the "World" theatre, are those of the Mission to Lepers, the Kowloon City Orphanage and the Kowloon City Almshouse.

FEUD TRIAL.

TWO DEFENDANTS DISCHARGED.

The trial of the three men charged with manslaughter in a melee at Taktia village was concluded at the Supreme Court yesterday, the jury, after an absence of an hour and twenty minutes, finding only one of the three accused "Guilty."

Mr. Justice Wood was on the Bench.

The Attorney-General (the Hon. Mr. J. H. Kemp, K.C.) conducted the case for the Crown and Mr. C. G. Alabaster, K.C., defended the three accused.

Mr. Alabaster having concluded his defence of the prisoners, the Attorney-General addressed the jury on behalf of the Crown, submitting that the evidence forthcoming was sufficient to warrant their finding the three accused "Guilty."

Counsel for the defence urged that two of the defendants had denied throughout the trial having struck the deceased. "There is no evidence to contradict their statements," concluded Mr. Alabaster.

His Lordship, summed up at some considerable length, after which the jury retired, returning a verdict as stated above.

Mr. Alabaster asked for a lenient sentence.

His Lordship discharged the first and third defendants, and sentenced the second to three years' hard labour.

THOSE WOMEN!

AN ALTERCATION IN COURT.

"If you don't keep quiet I'll send you to jail at once," said Mr. R. E. Lindell at the Central Magistracy this morning to two women who started an altercation in Court.

Their appearance was a sequel to a dispute which, it was alleged, had held up traffic in the Western district yesterday morning.

His Worship imposed a fine of \$1 in each case and ordered the defendants to sign personal bonds of \$10 each to keep the peace for six months, adding, "If the police have cause to bring you here again, I will send you to jail."

HAD A "RECORD."

"What do you mean, picked it up?" said Mr. R. E. Lindell at the Central Magistracy this morning, to a Chinese charged with stealing a razor. Accused said that he had found the article in Wing Kut Street.

Inspector Blackman informed the Magistrate that the accused had a "record."

"Oh, I see," said His Worship. "You were whipped for stealing twice last year. You can go to jail for three months."

HARBOUR OFFENCES.

At the Marine court this morning, the master of the water boat "Sun Kam No. 1" was fined \$10 for failing to observe the rules of the road. The masters of the steam launches "Shing On" and "Tai Fat" were each fined \$25 for attempting to leave port during prohibited hours without the permission of the Harbour Master. The master of the motor boat "Hop Wo Kan" was fined \$50 for allowing his boat to be under way without a certificate of competency, and the master of the steam launch "Kung Fung" was fined \$50 for failing to exhibit navigation lights.

LOCAL SHARE MARKET.

OFFICIAL QUOTATIONS.

HONGKONG, NOVEMBER 18, 1926, 10.30 a.m.

Names.	Hongkong Stock Exchange.	Hongkong Sharebrokers' Association.	Estates Brokers' Share & Bond Society.
T.T. on London	1/1 3/4	1/1 1/4	1/1 1/4
T.T. on Shanghai	79	79	nom.
Banks.			
Hongkong Bank	1170 b 1170 5/8	1170 sa	1180 s
do. London.	1118 n 11a		1118 p
Chartered Bank	£21 b	£21 n.	—
Mercantile Bank, A. & B.	£20 1/4 n.	£30 1/4 n.	—
do. C.	£13 1/4 n.	£13 1/4 n.	—
P. & O. Bank	£9 1/4 b.	£10 n.	—
Bank of East Asia	84 n	10 s	77 n
Marine Insurances.			
Canton Insurance	630 b.	625 n	1625 n
China Underwriters	1 45 s.	1 1/2 s	1.45 s
North China Insurance	1 1/4 s.	1 1/4 n	—
Union Insurance	297 s	298 s	297 n
Yangtze Insurance	\$45 M. b	40 n	—
Fire Insurances.			
China Fire Insurance	200 b.	200 b	—
H.K. Fire Insurance	615 b	610 b	610 b.
Shipping.			
Douglases	29 s.	29 1/2 s.	29 s
Hongkong Steamboats	27 1/2 s 28 sa	28 29 s	27 1/2 s
H.K. Tugs & Lighters	1 1/4 s	2 1/4 n.	2 s
Indo-China (Fret)	32 b	30 n.	30 n.
do. (Def.)	42 b.	40 n.	40 n.
Shell Transports	90 1/2 n.	90 1/2 n.	90 1/2 n.
Star Ferries	65 s	64 n.	64 s
Water-boats	15 b	15 n	15 b.
Refineries.			
China Sugars	27 1/2 n.	27 s	27 n
Malabon Sugars	36 n	35 s	36 n
Mining.			
Benguets	1 1/2 n	—	—
Kallian Mining Ad.	38 1/2 n	42 1/2 o	47 1/2 n
Langkats (Combined)	\$28 1/2 n	28 1/2 o	28 1/2 n
do. (Single)	14 1/2 n	14 1/2 b.	—
Shanghai Exploration	14 1/2 b.	5 b.	—
Shanghai Loan	19 n	9 b.	—
Raub's	4 1/2 n	3 1/2 b.	3 1/2 b.
Tronoh Mines	88 1/2 b	85 1/2 b.	—
Ural Caspians	87 n	—	—
Docks, Wharves, Godowns, &c.			
H.K. & K. Wharves	123 s.	123 s	123 s
H.K. & W. Docks	59 1/2 sa	58 s	58 1/2 s
Hongkows	1175 b	—	1177 n
New Engineerings	10 60 b 7 s	6 1/2 n	6 1/2 n
Shanghai Docks	1126 b	126 o	125 b
Lands, Hotels & Bldgs.			
H.K. & S. Hotels	9 1/4 b	9 1/4 h	9 b
Hongkong Lands	63 s	60 c 61 1/2 s	60 sa
Hongkong Realty	6 b	6 b	6 b
H.K. Territorial	4 s.	4 s.	4 s
Humphreys	1 1/2 s	1 1/2 s	1 1/2 s
Prince's Building	89 n	87 s.	—
Rural Lands	1 1/2 n	—	—
Cotton Mills.			
Ewo Cottons	110 1/4 b	10 1/4 n	10 1/4 b.
Oriental	13 10 b	3 1/2 s	3 10 b
Shanghai Cottons (old)	15 1/2 b	5 1/2 b.	5 1/2 b.
do. (new)	128 1/2 b.	28 n	28 b.
Miscellaneous.			
Canton Ices	5 n	5 s.	5 n
Cements (comb.)	11 1/4 n	11 1/4 n	10 1/4 n
do. (old)	9 n.	9 1/2 n	9 1/2 b
do. (new)	2 n.	2 10 b	8 1/4 b
China Buses	9 1/2 b.	—	1 1/2 b
China Lights (comb.)	19 s	17 1/2 b 18 s	17 1/2 s
do. (old)	14 1/2 n	13 s	13 s
do. (new)	11 1/2 n	10 s	10 s
China Prov.	5 1/4 b	5 1/4 b	5 1/2 sa
Dairy Farms	19 n	18 b 18 1/4 sa	18 n
Der A. Wing	6 n	6 s	—
Hongkong Amusements	15 1/4 b	15 b	15 b
H.K. Constructions	1 1/2 b	1 1/2 b	2 n
Hongkong Electrics	61 1/4 b	61 1/4 b 61.60 sa	61 b
H.K. Ropes (comb.)	26 s.	—	30 n
do. (old)	10 s.	10 s	10 n
do. (new)	5 sa	5 s	5 n
Hongkong Tramways	23 8 1/2 b 24 sa	23 8 1/2 b	24 b
Lane, Crawford	8 n.	7 s	6 1/2 n
Macao Electrics	35 n.	—	—
Mackintosh	19 1/2 n.	—	—
Nanyang Tobaccos	—	9 n	—
Peak Trams (old)	13 1/4 n.	16 s	17 n
do. (new)	7 1/2 n	8 n	7 1/2 s
Sinceres	9 1/2 n	9 n	9 n
Singapore Trams	15 1/2 s	14 1/2 n	15 1/2 n
Taxis	2 s	1 1/2 n	1 10 s
United Asbestos			
do. (Founders)	—	600 n.	—
do. (Ordinary)	20 n	18 n.	—
Watsons	14 1/2 n	14 s	13 1/2 s
Wm. Powells	6 1/2 n	5 b	5 n
H.K. Telephones	4 3/5 s	4 20 s	4 30 s

